

CENTRESTAND

June 2012



THIS ISSUE

LONDON CALLING 760

BULL CREEK ROAD

CENTRELINE PROJECT

SA MOTORCYCLE LEVY

THEFT COUNCIL NEWS

Let those who ride decide



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

Established 1979

VOL. 29 No.2 June 2012

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

PRINT POST APPROVAL PUBLICATION
 NO. PP: 530028/00014

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All advertising enquiries to the above address.

- 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: 1st of the month prior to publication

Publication : Quarterly - March, June,
 September, December

Printed by SALMAT, 123 Hayward Avenue,
 Torrensville. Ph: 8408 1400

**COVER PHOTO: Road to Mont Blanc,
 France, by Ken Binns**

COVER DESIGN: Arwen Lindemann

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



Australian Motorcycle Council Inc.

EDITORIAL

Harald Lindemann

The MRASA has been operating now for 33 years. That is 33 years of commitment to making riding safer for motorcyclists in South Australia and making sure that the opinions of motorcyclists are heard when governments, both State and Federal, deliberate on matters that may affect us. There has been lots of fund raising for charities, lots of rides and rallies, a lot of friends made and a lot of fun had by all.

Over that time there have been many wins and some issues that we didn't win. That's the nature of politics. We celebrate when we win and we work harder next time when we lose. The key to keeping our issues in the ears of the politicians is people: the individuals who get together to make things happen, whether it is organising a ride or writing a position paper for a government minister's appraisal. Without these dedicated people a lot would not happen and as in most volunteer organisations a lot is done by a few.

So it gives the Committee of the MRASA great pleasure to be able to recognise the long-term efforts of some of its members for supporting and representing the MRASA to motorcyclists and provide a formal thankyou in the form of the bestowal of Life Membership to Stuart 'Toot' Bunnett, Barry Stoneman, Malcolm Hill and Loren Seidel. These guys have been the backbone of the MRA's Mid-North Register for many years, each serving in a variety of positions over time. So congratulation guys from all of us. A formal presentation of the Life Memberships and commemorative plaques will be made at the Bush Pig Rally in September.

This quarter's issue of Centrestand features discussion on a number of significant issues. First and foremost is the motorcycle levy proposal, or should I say, the lack of a motorcycle levy proposal. A lot of angst is being created by something that isn't yet on the table for discussion. But it's good to keep in practice for when it is. See what Phil has to say in his President's Report and also check out the letters on Page 9.

The Bull Creek Road speed limits saga is an example of a Clayton's safety solution. Read what Neville Gray, our Road Safety Officer, has to say about it on Page 6. Peter Mount has pulled together information from the National Motor Vehicle Theft Reduction Council regarding how it might work with motorcycle organisations to reduce the problem of motorcycle theft. A Media Release from a group of Victorian motorcycle groups and the AMC highlights the problems with the Victorian Transport Accident Commission's latest motorcycle safety ads.

Ride Safe, Harald

PRESIDENT'S REPORT

Phil McClelland

Thanks to all the members who responded to our mailout asking for feedback on the proposed levy. Your responses gave the Committee a clear direction of our members' thoughts. A large majority of the responses saw the levy as a tax on riders and doubted the money it raised would be used to improve rider safety.

Many members asked for a protest ride or rally but there are quite a few problems with protesting against this sort of issue and the "average" rider's apathy is right up there. Another problem is the lack of information on what is being proposed. We hear things and are given bits of info but we can't effectively campaign against something that is speculation. The MRASA raised the issue of the levy with *The Advertiser*, which gave the story a Saturday front page to force the release of what was planned and enable us to inform riders about what we believe is being proposed.

Most riders want improvements in motorcycle safety but see other road users and the roads we ride on as being the major contributors to accidents. A big issue for us is the lack of consultation. We are asking for a greater input from people who actually wear a helmet, and are hearing that there are adequate avenues available. The bottom line for us is that non-riders simply do not see the road through our eyes.

The proposed levy is not dead, just moved to the back burner. Licences or registrations, exemptions for below 260cc, a new body to allocate projects and many other ideas are all being talked about. All we know is that a motorcycle levy (read that as a rider tax) is part of the South Australian road safety strategic plan. A new tax is politically unpopular and a targeted tax is seen as unfair. If the SA State Government had a Queensland-style levy the majority of riders would probably already be paying to ride. We will let you know more when we can.

We are hearing of SAPOL doing blitzes on motorcyclists in the Adelaide Hills. Riders are being stopped for licence, rego and roadworthy checks and defect notices are being issued. Removal of the defect notice has required a day off work to attend the DPTI Vehicle Services at Regency Park and an outlay of up to \$330 – even if the bike is compliant. At least one of the defected bikes is near new and unchanged from the showroom floor. This begs the question: was the bike roadworthy at time of sale? Let us know if you have been affected.

The helmet fiasco continues. The MRASA is working with the Australian Motorcycle Council to have the mess that is legislation and regulation for the use of motorcycle helmets looked at. The primary responsibility lies at a Federal level with importation and setting the standards, however every state will need to be involved as the recognition of the standards and usage is state-based.

The latest news is the ACCC has a new Director of Product Safety and he has opened a review. Guy Stanford from the NSW Motorcycle Council has taken on the responsibility of being the front man for the AMC on the helmet laws and after a couple of years of work is really starting to make

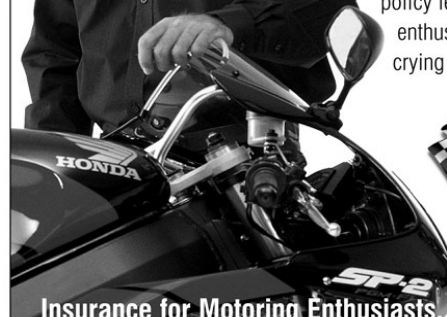
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some progress. To get the ACCC to acknowledge the situation requires their involvement and is a huge step forward. Now we need to see how the review is drafted to know if we are being shafted. A law to cover the wearing of a helmet when riding a motorcycle may seem simple but it is not.

To explain: we have the following "camps" of interested parties: road users (riders); State and Territory Governments with their road rules; Federal Govt with ACCC; mandatory standards; laws for supply of product; control of Certification Trade Marks – Federal Govt with trade treaties (Treasury and DFAT); the Federal Govt with responsibility for Standards Australia, JAS-ANZ and for NATA; test laboratories – unaccredited, accredited, local and overseas (e.g. testing to AS 1609 for visors is done by Uni of NSW optics lab, which holds no NATA accreditation); NATA Conformance Assessment Bodies – unaccredited, accredited, local and overseas; JAS-ANZ, NZ Govt (JAS-ANZ, TTMRA, CS-076 Committee of Standards Australia (helmet standards committee); and AUSTRROADS. Responsibility for the Standards and Conformance Technical Infrastructure is scattered across some and between some, and others are users of one or more parts and there is no coordination or oversight.

When helmet laws were first introduced in 1972, a rider was required to wear a helmet complying with a "recognised standard". Lax consumer protection laws resulted in helmet standards being added into road rules and there they have stayed. It's time to review this as we have good consumer protection laws today.

LONDON CALLING with 760

The Queen is serving cake. Her grandson is getting married. The cake comes in the form of a 4-day weekend. This, a week after the 4-day Easter weekend, so for the price of 3 days' leave we got 11 days off.

Sorry Wills and Kate, thanks for the invitation but the French Alps look far more interesting, even more than the bridesmaid's bottom.

Batteries to power, turbines to speed and Go!

Firstly was getting the time off work. We can only have a few people away at the same time here, so as soon as I heard the rumour of the extra days I had that leave app in faster than you could say "But it's not fair, Ken went high in the tackle". So we had the time but where to go? Well, a look at the bank balance first, set a budget and then a plan. We can afford it if we stay in the one locale for the week. One night stays in anything other than budget motels can really rack up the bill. Stays of 5 nights or more attract discount rates.

Most of Europe is great and can be done staying for one or two nights, but there are also areas that lend themselves to longer stays and then doing day ride-outs sans your luggage. The Spanish Pyrenees was a good 'un for this so we thought we would search the Alps for something similar.

We found a little town called Séez, just near Bourg-Saint-Maurice. Put these towns into your Google Maps and you will see why it's a no-brainer. We booked a two-room cabin at the caravan park for the week and got about planning. We decided to take the Euro Chunnel this time as we had never been on it. It's quicker but it's not glamorous at all.

They pretty much prefer you in a car. Getting over this they then let you take your bike, but here's a TOP TIP: they will bump you down the list so be there early. We nearly ended up on two different trains. I was on the 'L' train and Kristina on the 'M' train, the one after. Got that sorted only to find out we had both been put on the 'R' train which meant more

hours waiting around. I went to watch what happens and sure enough they were not set up for bikes. When the next train, the 'M', got called I motioned to Kristina to saddle up and put her ticket upside down in the top of her tank bag. We rode up to the marshal who took a look at our upside down tickets and just motioned us to go forward. Score one for motorbikes!

It is a fair old hike to Séez, so we planned 2 stops, one at Arras in the north and then a night and short day visit to Strasbourg, both stunningly gorgeous places to visit. We then hit the road to Séez. It all takes time since the roads are windy and single lane; sounds like fun but doing twisty roads for 9 hours with a fully

laden bike can have the effect of eating too much cake. Not that I am complaining, just sayin' is all.

The riding was in fact bloody brilliant, since it was not quite school holidays and the ski season had ended. The roads were empty, the passes were still closed but the snow had melted, so being Aussie we just assumed the barricades

were for the locals and the ski traffic and just rode around them and continued on to empty roads except for pushbike riders – the way roads all over the world should be.

Right up past the snow line there was a small section of road that was impassable. We rode up to it only to see a rider who had come the other way and got stopped about 20 metres away, so we met in the middle, shook hands, declared one another's bikes excellent, chatted, arsed around in the snow, took piccies and then went back our separate ways. He did tell us of a way to get around the mountains which we took on the way back home so we didn't have to cover the same roads as coming there.

The week in Séez was brilliant. We did about 4 ride-outs, we hiked a couple of times, walked into Bourg-Saint-Maurice and caught the funicular to the top of the mountain and had lunch while watching the mountains. Drank lots of French wine from the local market plus

pastries and baguettes. Did I say overloaded bike? All too soon it was time to go home; however, we were going back through Switzerland and Germany so it wasn't too much to dread.



Between Bourg-Saint-Maurice and Switzerland is the Mont Blanc glacier. Have you ever seen a real live glacier? I haven't, and damn near jumped off the Strom while still going in my excitement when we rode past. We stopped, found a spot for the bikes, then shimmied along the hillside to get around the corner to a vantage point to take some photos.

We headed through Switzerland to Bonn in Germany and onto Todtnau where we stayed for the night. Got up early and went to the massive hillside toboggan they have there – 3.5 kms long. One must do these things. In fact I will make a point of saying you really have to do lots of research on fun things to do while travelling. Odd stuff is tucked away everywhere.

The journey was winding down as we arrived at our next stop of Heidelberg, a beautiful university town where the parking inspector was very friendly, and let us park the bikes on the footpath while having brekkie the next day before we headed to Dinat in Belgium, This stretch of road was a delight, very countryside, very tree-lined. Dinat is where the monks started brewing Leffe beer about 800 years ago, so a natural stop for a couple of thirsty Aussies.

Sadly it was then the run to the coast to get the train and head on back to the flat in London. Our true feelings on this trip were a little mixed; we just booked a spot and then went there with little or no further research or planning. This made it exciting as we didn't know what would happen next. However, we like a bit of a plan so we get going and do stuff such as the toboggan at Todtnau, but not too much planning as you do need time to relax, drink 'un cafe', enjoy the scenery and ponder the greater questions of life. So one must find the balance between unknown frontier and European coach tour while touring.

There is a return to Spain this year so must go and get the maps out and do some trail research. So, See you next time. Now go get in the wind.

Ken – Member 760

BLOOD RUN

The next Blood Run will be held on Saturday, September 1. We will meet at the

K-Mart Shopping Centre, Glynburn Rd, Firl

(about half-way between Magill and Payneham Rds)

We will be trying out the new Regent Arcade Blood Centre in Grenfell Street, Adelaide, which began service in June.

Saturday September 1

Depart 9am for Regent Arcade Blood Bank



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NEW MINISTER FOR SPORT

This item missed the deadline for the March issue of *Centrestand*, but may still be welcome news to many. In the Gillard Government ministerial reshuffle in early March this year, motorcyclist Kate Lundy, senator for the ACT, was appointed Australia's Minister for Sport. Kate and her family are off-road motorcycling enthusiasts. She has been an avid supporter of motorcycling in the ACT and a regular at all fund-raisers. She has a DRZ 250 and the family are active members of the DSMRA and have a raft of enduro and MX bikes. She was also the mover behind the scenes to get the DSMRA and the MRA in the front door to get an off-road riding facility in the ACT, a task which is still in progress. She was a guest speaker at one of the AMC AGMs in Canberra a few years ago.

Check out the links below:

<http://www.katelundy.com.au/2011/05/16/the-2011-canberra-motorcycle-blanket-run/>

<http://www.katelundy.com.au/2011/05/02/motorcycli-against-cancer-ride-goes-through-canberra/>

BULL CREEK ROAD**Neville Gray - Road Safety Officer**

In early April this year, the Government announced that the speed limit on Bull Creek Road would be lowered from 100kph to 80kph. This was seen by the MRASA as a lazy option where road safety issues are addressed merely by dropping speed limits. The MRASA provided a submission against this proposal and an edited version is reproduced here. The full version may be found at :

<http://www.mrasa.asn.au/pdf/proposedspeedlimitchanges2012.pdf>

Proposed speed limit changes on the Blackwood to Goolwa Road within the Alexandrina Council area.

This review covers the 5-year periods before and after a similar speed limit change as the one currently proposed. In summary, the review exposed the following main points:

- The review showed an 8% reduction in casualty crashes over the 10-year period in the area. This is in line with the overall fatal and serious injury reduction throughout the State in the same period.
- The difference in average speed fell by only 2.5 km/h as a result of the decreased speed limits. Obviously, the road users thought that the previous limits were basically in order and correct and continued to drive and ride at the speed they thought safe and appropriate.
- The variance between crash numbers over the review years within the period shows no pattern and was entirely random.

The lowering of speed limits is an easy option when facing the task of improving the fatality numbers experienced so far in 2011/2012. At the time of writing there has been no significant increase in YTD fatality figures for 2012. The cry of 'we must do something: let's lower the speed limits' is overriding the real issues that cause serious injury and fatal crashes. Installing new 80 km/h signs as a token effort in a targeted area does not obviate the Department of Planning, Transport and Infrastructure and the Alexandrina Council from embracing the real issues.

Many Adelaide Hills roads, including the Bull Creek Road, are well-designed to take 100kph traffic in complete safety with appropriate-width carriageways, excellent line-marking, good sealed shoulders where appropriate and guardrail installations where warranted. To apply a lower blanket speed limit is to waste these valuable resources in planning, engineering and maintenance.

There is the possibility of increased fatigue levels experienced by drivers and riders who suffer from the 'drone effect' when forced to travel well below the natural speed levels they perceive as right for the conditions. The need to constantly check vehicle speed can cause fatal inattention levels as eyes are diverted from the carriageway ahead in order to avoid a possible speeding fine.

There is no doubt that lowering speed limits will bring with it increased attention from SAPOL on the roads affected. This extra attention is welcome as a visible police presence and is a well-proven tool to control the 'hoon element', but not for the reason of collecting revenue from drivers and riders who are proceeding in a safe and orderly manner but who may inadvertently be a few kilometres over the new posted speed limit.

Local residents know the areas around them and use due caution based on experience when travelling these roads; they know the potentially dangerous parts of the road network and travel at appropriate speeds. Casual users and tourists also use caution when travelling these roads as they do not know what is around the corner. Again, the speeds travelled are those with which they are comfortable and may be well under the existing posted speed limits.

Of course, authorities always have to deal with the minority of 'thrill seekers' who use the roads as their playgrounds. They usually thumb their noses at all speed limits signs and enforcement is the only way to catch and deal with these habitual speeders. Unfortunately, they are high-profile news stories when they come to grief, giving a false impression of the extent of the 'speeding menace' in that particular area.

Lowering speed limits to avoid maintaining roads in a safe state is not the answer. A road which was previously safe for travelling at 100kph should be maintained in that state, otherwise a complete lack of maintenance could be addressed simply by reducing the speed limit on all roads as they deteriorated. Constant road maintenance programs must be administered to keep these pavements in appropriate condition for the traffic numbers and the safe transit of users.

There is strong evidence to show that speed limits set at the 85th percentile speed have fewer accidents. The area currently under scrutiny includes the Bull Creek Road (Meadows to Ashbourne) which has been favoured by motorcyclists for a long time. It is a potential motorcycle black spot area mainly because of the very high number of recreational riders using this road. Overall, from 2007–2011 there have been eight casualty crashes recorded on this road including two fatalities and one serious injury. One fatality was a motorcyclist and the crash cause was not speed-related.

Some possibilities to make this road safer for motorcyclists in particular are to place warning signs at each end and at relevant entry roads. Such signs could convey the message that the area about to be entered is a 'motorcycle high-risk area'.

It is therefore advocated that the DPTI and Alexandrina Council do not promote a speed limit reduction to 80kph on this road but conduct an engineering-based audit on the capabilities of this road to safely conduct traffic at the current speed limit of 100kph. Other low-cost options must also be explored, such as warning signs. *(End of submission)*

Since this submission was sent, the MRASA has received excellent coverage on this issue from the Mount Barker Courier and a half-page in the Adelaide Advertiser on April 23.

The limit was actually dropped on Monday July 9 after almost three months since we first heard of this possibility. The Alexandrina Council has been quoted as saying that the reason that they backed the lower limit was that the road has deteriorated and that the revised 80kph limit was now appropriate. There are also no funds available to improve the road at this point in time. Having ridden this road many times, I have not noticed a marked deterioration and the surface seems well-suited to a limit of 100kph. I guess we need to 'watch this space' for the final outcome.

QLD RIDERS TO PAY EXTRA FOR CAR REGO FREEZE

Under a Queensland Government proposal, motorcyclists, truckies and ute drivers will pay more in registration fees to give the owners of "family vehicles" a reprieve from Australia's costliest car registration.

Transport spokesman Scott Emerson conceded some drivers would face rego rises while private passenger cars under four tonnes would have their registration frozen for three years. Mr Emerson estimated the promise would cost the LNP government \$120 million – or \$40 million a year – and said it would announce "at a later date" how the policy would be funded.

The LNP reiterated its commitment to a three-year freeze on registration fees for family vehicles after the RACQ challenged the previous government to defer any increases until 2015.

External affairs manager Paul Turner said Queensland motorists paid more for car rego than anyone else. "Reasonable and affordable motoring is a necessity for

many Queenslanders, particularly those unable to access public transport alternatives," Mr Turner said.

He said private vehicles made up 75 per cent of all passenger travel in the state.

Courtesy MRA Townsville & Districts and Robyn Ironside and Koren Helbig of The Courier-Mail

NEW CENTRELINE PROJECT

The SA Department of Planning, Transport and Infrastructure has advised the MRA that South Australia's first wide centreline treatment became operational on May 9 this year.

Road users will see new linemarkings on a 6.5 km stretch of the Dukes Highway between Taillem Bend and Coomandook. The new wide centreline marking consists of two parallel white lines 1.2 metres apart which increases the distance between vehicles travelling in opposite directions.

This wide centreline treatment is designed to reduce crashes caused by fatigue and inattention, as the increased gap will provide time for errant motorists to recover and return to their lane before they cross into the path of oncoming traffic. A total of 39 km of the centreline treatment will be installed this year.

The addition of audio-tactile linemarkings over this length will commence in June. The audio-tactile lines will generate vibration and a buzzing sound which will alert motorists that they are drifting onto the wrong side of the road. The road rules for overtaking do not change with the introduction of the centreline treatment: where overtaking is allowed, the new widened markings will be dashed lines, while solid lines will indicate overtaking is not permitted.

The Department advises motorists to expect delays while speed and traffic restrictions are in place and reminds road users to take care and ride and drive to the conditions. The Department thanks motorists for their patience while these roadworks are in progress.

This project is part of the State Government's plan to reduce the state's annual road toll to 80 by 2020. Approximately \$9m in road projects will be undertaken in the South-East this financial year, in addition to the Federal Government's allocation of \$80m to improving the Dukes Highway.

Note: Motorcycle stability trials with audio-tactile roadmarkings were undertaken when they were first introduced in Tasmania about 20 years ago. There were no adverse findings whether the road was straight or curved, and motorcyclists considered that the markings posed no threat to the control of their machines.

TOY RUN REPORT by Harald Lindemann

The Toy Run 2012 preparation is going ahead with no dramas. We will continue to use Victoria Park as a starting point and finish the ride at Callington Oval as we did in 2011. We have had lots of feedback from members and non-members regarding problems and improvements as well as positive feedback about the day generally. We are working on getting better signage for the oval and fixing the entrance to be more rider-friendly, and dressing and compacting the track into the parking area so that the ride in won't be dusty.

MARSHAL TRAINING

Over the last two years we have had assistance from SAPOL in the training of traffic marshals. It is now necessary for anyone involved in marshalling traffic in any circumstance to be accredited by SAPOL. This means attending a training session which takes about half an hour and receiving an accreditation card which enables you to marshal traffic anywhere, anytime. It doesn't cost anything and you only have to do the training once.

We have so far successfully trained up about forty marshals who want to be involved in the Toy Run and will be looking at having one or two more training sessions later this year. Anyone who is interested in getting involved should contact David Povey at david.povey@hotmail.com or call 0408 818 890.

We have had some trouble with people getting their accreditation cards so if you have done the training and have not received your card or there are ID errors on your card please let David know and he will sort it out for you.

WEBSITE LINKS

Hazardous, changed or dangerous traffic spots

MRASA, through our website forum, has set up a thread where you can log changed road conditions or situations that you feel other riders will benefit from knowing about. It could be something like a reduction of speed limit on a favourite ride, temporary roadworks than you come upon suddenly or a notoriously slippery section. This would also help our Road Safety Officer get a feel for what bothers you, our riders.

Are you skilled enough to ride and survive?

The SA Department of Planning, Transport and Infrastructure website poses the question, "Are you skilled enough to ride and survive?" Visit the 'Motorcyclists' section of the 'Safe Road Users' area of their 'Road Safety' page on the website to find out more.

http://www.dpti.sa.gov.au/roadsafety/safe_road_users/motorcyclists

4Bs DVD HANDOVER

Phil McClelland – 4Bs Coordinator

The 4Bs are often thanked for the work they do when visiting injured riders in our hospitals but now we wish to say "Thank You". Thank you to everyone who donated a DVD or six to the 4Bs.

We asked for donations and received them from far and wide. You donated movies for all tastes with titles ranging from *Avatar* to *Psycho*, from *A Long Way Down* to *The Matrix*.

To watch these movies, the 4Bs purchased six DVD players with the profits from a Ridden-On Ride and a seventh player was donated.

The three hundred movies collected from the riding and businesses communities will be added to the DVD library we established in the RAH Orthopaedic wards. The library is managed by the nursing staff and offered at their discretion to any patient who faces a lengthy stay in the ward. The DVD library, including the DVD players, will be free of charge.

Demand for the library is increasing after the changeover of TV contracts in the hospital resulted in the free-to-air programs now being added to the pay-to-view channels.



The biggest thankyou goes to Andersons Solicitors for their continuing support of the 4Bs. Andersons has got behind the DVD library and printed the flyer that got the ball rolling, pushed it within the business community and then collected the donations. 4Bs member Robyn please take a bow.

If you missed the handover and still have a DVD or two that you wanted to donate, don't feel all is lost. We will keep collecting and arrange smaller, more regular handovers as required. Personal DVD players that can work from 240 volts are also very welcome. They need to have a screen size of 9 or 10 inches to be comfortable to use in a hospital bed.

SA MOTORCYCLE LEVY

A letter to the Minister for Road Safety The Hon Jennifer Rankine MP from John Balkwill May 7 2012

I am writing to you concerning an article titled "Levy to double licence cost for motorcyclists" which appeared on the front page of "The Advertiser" on Saturday 28 April 2012. In it, you as the Road Safety Minister were reported as saying the Transport Department was considering licensing changes for riders and the creation of a motorcycle safety fund.

I would like to express my anger, disbelief and strong objection to this suggestion which singles out motorcyclists on some pretence of road safety to 'fund high use motorcycle routes' and 'motorcycle safety projects'. I see it as 'grab for cash' from a minority group within the motoring public.

If you accept that road safety is the responsibility of all road users, where is the levy on all road users rather than targeting a group who are sensationally reported in the media when an error on the road occurs?

If the government is of a mind to adopt this segmented approach, where is the levy on road users on high traffic (and fatality) routes like on the highway near Bordertown and Yorke Peninsula? And why isn't Black Spot funding being used for these so called high use motorcycle routes?

Further, as a motorist of 50 years and more recently a motorcyclist, I practice as I was taught i.e. to drive/ride according to my abilities and the prevailing road conditions. As a recent newcomer to motorcycling, I underwent the RiderSafe training to obtain my licence. It was an excellent program. The key message that I took out of this training was to ride defensively; to evaluate the conditions; and to respond appropriately to keep myself safe. This training also had a positive influence on changing my driving behaviour.

So, road safety is more than road infrastructure. It has a lot to do with attitude and I would therefore support a levy on all road users rather than penalising one group whose individuals generally act responsibly and who find it necessary to exercise a greater degree of attentiveness and care compared to motorists in general.

I would also support a government who in being serious about road safety would quarantine all the revenue from speeding and red light cameras to fund road safety initiatives such as those being suggested.

I look forward to the proposed levy on motorcyclists being abandoned.

The Minister Replied on June 18 2012:

At this point in time, no decision has been made to introduce a motorcycle safety levy. Recent media interest has come about from a proposal in South Australia's Road Safety Strategy. This was released on 7 October 2011 and is available for download at www.towardszerotogether.com.au.

The Road Safety Action Plan 2011 and 2012 recommends that a stakeholder discussion paper on licensing changes for motorcycle riders be released for public feedback. ...The paper will suggest ways that a motorcycle safety fund could be dedicated to improving safety for motorcyclists. This would ensure funding does not go into general revenue but instead creates a dedicated source of funds aimed at preventing motorcycle injuries and fatalities.

...The risk of a motorcyclist being killed in a crash is 30 times higher than for a car driver. In light of this, I feel it is important we consult and work with the community on ways to address this unacceptable figure.

Some media articles state that a levy would add \$300 to the cost of a licence, but my Department has not yet provided me with any advice to suggest what a levy could possibly cost.

The first in exploring options for a motorcycle safety fund will involve consultation with a range of key motorcycling and road safety stakeholders. This will take place through the release of a discussion paper ... later this year. It will outline a number of possible licensing initiatives and options to reduce the number and severity of crashes involving motorcyclists in South Australia.

...With the exception of the Victim of Crimes Levy, all revenue from anti-speeding devices is injected back into road safety through the Community Road safety Fund. This has allocated more than \$602 million to reducing fatalities and serious injury on our roads for South Australians since it was established by the Labor Government on 1 July 2003.

The Fund allocates resources for a wide range of activities including traffic enforcement by South Australian Police and information and education activities by the Department of Planning, Transport and Infrastructure. The Fund has also supported ongoing investment in our roads, including \$62 million on the black spots, \$52 million on shoulder sealing, \$19 million on level crossing improvements, and a further \$26 million specifically targeting high risk rural roads."

See the President's Report for MRASA comment

SERMON ON THE MOUNT**Ken Binns Member 760 London**

Mount? What sermon on the Mount? No, you moron, Peter Mount! Peter Mount is the one giving the speech! Clean your ears out or fix the baffles on that Yammie stroker of yours.

Anyway what's he saying? Something about blessed are the two-strokers for they shall inherit the earth. Really, how nice for us. I must talk to him some more. So Peter, what's this about two strokers? – blank look from Peter – What was it you were going on about earlier on the mic? Really, the 25kph-or-below-no-helmets has been abolished, seems reasonable if people are abusing it. Hard look from Peter. Your mate is right Ken, you are a moron, you missed the point, it's not that they changed the rule, those who ride did not decide and that is what we, the MRA, are about, making sure we are in there fighting our corner.

Okay so I was 18 and it was my first protest ride and I knew nothing. Some would say not much has changed except my age. What has not changed is the need for constant vigilance on the part of motorcycle lobby groups.

So come forward in time and move to the old continent and we find that same thing still happening. The nanny state EU people in Brussels would have us with compulsory ABS on any bike over 125cc. Can you imagine the Suzi Across 250 I used to have with ABS? It would be bloody diabolical. We also have to have 150cm square of reflective material on our upper body, carry 2 portable disposable breatho units plus a myriad of other things if we want to ride in France.

Action groups here, the BMF and MAG, have been all over it like a rash to finally get the EU parliament to agree that they didn't do a study of any of this for effectiveness and in fact they are passing laws on something that is not overly-wrought with worthiness, in other words, legislation for legislation's sake, bureaucrats out of control. EU parliament is dead against this sort of thing so small victory to us.

Had there not been due vigilance and diligence these laws would have been passed. There are a bunch of laws in France that have been adopted for no reason of consequence which now make riding in France painful. Net result, it is impossible to book a ferry to Spain this riding season because all the motorcyclist who would normally ride through France have said bugger to you and are going direct to Spain.

Switch back to Adelaide and the last issue of *Centrestand*, look at the column of committee seats and who is President – Peter Mount. I met Peter in 1980. Why is he still having to do this job for you?

Why have you not stepped up? Look at the committee list: there are people doing multiple roles! WTF!

The same people can't keep the thing going forever, you have to be in there chipping in and helping the team man the turrets and keep vigilant lest your riding freedoms be taken away while you are sleeping. FFS South Aussies, get off your arse and get on the committee.

Now go outside, even if it is cold, get on your bike and go for a ride, catch up with some mates for a coffee at Strath, be amazed at how awesome just doing that is and chat about taking charge of your motorcycling future. You ride, so why not let you decide? Or maybe the Government does know best. Your call.

PS. This link is to an Aussie from up north who is riding through Europe. He is on a Vstrom with ABS, he is TravellingStrom and this one day on his blog has a video where he has an off, and he was hard on the brakes and still didn't activate the ABS. ABS is not a magic elixir.

<http://travellingstrom.com/2012/05/16/>

PPS. And here's something to remember:

To effectively get nothing done, you just need four people: EVERYBODY, SOMEBODY, ANYBODY and NOBODY.

This is a story about an important job that had to be done and EVERYBODY was asked to do it. EVERYBODY was sure that SOMEBODY would do it. ANYBODY could have done it but NOBODY did it. SOMEBODY got really angry because it was EVERYBODY'S job. EVERYBODY thought that ANYBODY could do it, but NOBODY realised that EVERYBODY wouldn't do it. It ended up that EVERYBODY blamed SOMEBODY when NOBODY did what ANYBODY could have done. *ANON*

So who do you identify with most in this story?

AMC NOW ON FACEBOOK

The **Australian Motorcycle Council** is pleased to announce the launching of its Facebook page on June 10. Many of the AMC's member organisations have been on Facebook for a while, and the Chairman, Shaun Lennard, therefore believes this is a timely move.

Please find and 'like' the AMC page, and recommend it to people around the country interested in updates on what's happening on the national and international motorcycle scene. Search for 'Australian Motorcycle Council' to get access.

THEFT REDUCTION COUNCIL INVOLVED IN BIKETOBER

Peter Mount

As part of its theft-reduction program to 2014, the Federal Government's National Motor Vehicle Theft Reduction Council (NMVTRC) is keen to work with key motorcycle organisations throughout Australia during Biketober, or Motorcycle Awareness Week/Month.

The NMVTRC will discuss content, preparation and distribution of promotional material with the Australian Motorcycle Council's member organisations in the lead up to Biketober.

The AMC has been involved with the NMVTRC since 2001, when its Program Manager, Geoff Hughes, was keynote speaker at the AMC Conference at Victor Harbor that year.

Thanks to NMVTRC strategies, PLC and motorcycle theft has been diminishing consistently from 2001 to 2010. However, 2011 saw an increase in short-term and profit-motivated vehicle theft, which may be linked to an increase in property crime generally, probably due to changes in Australia's economic and social conditions.

Data of interest

- 50% of stolen not recovered (SNR) motorcycles are off-road and therefore largely unregistered and untraceable.
- Motorcycles do not feature significantly in rebirthing (re-registration) data.
- Only about 25% of stolen motorcycles are recovered.
- These facts suggest that relatively few bikes are stolen opportunistically or for joyrides and that, conversely, they are targeted for parts by individuals or criminal networks. Police also believe some may be used for parts in racing.
- There is virtually no insurance fraud for motorcycles as half of those stolen are off-road and of small capacity (around 100cc), and therefore of comparatively low value.
- 20% of stolen vehicles are not comprehensively insured.
- Currently, Australia doesn't share stolen vehicle information between jurisdictions, hence registration authorities need to collaborate to maximise any theft reduction measures.

Short-term theft

In the quarter ending last December, 88% of vehicle thefts for short-term use were PLCs and 8% were motorcycles (including scooters), a rise of 12% over the previous quarter. Nearly all states and territories had increases: Vic and WA 4%, NSW 16%, QLD 22%, ACT, NT and Tas had marginal increases, and SA had a reduction of 8%. There was an overall rise of 2% in 2011, driven by significant increases in QLD and WA.

Profit-motivated theft

Of all SNR vehicles in the December quarter, PLCs made up 66% and motorcycles 26%. Although the latter was a 21% increase over the previous quarter, it represented a 29% reduction over the previous year.

Numerically, motorcycle theft was down nationally, but the percentage of motorcycles as a proportion of overall theft was up. The NMVTRC is arguing for better systems such as electronic identification of replacement parts.

Reducing motorcycle theft

Microdots are one potential method. These are microscopic discs containing the vehicle identification number (VIN) which can be sprayed onto all parts like paint, and are very difficult to remove due to their sheer number. However, they can be easily seen with a magnifying glass.

When first developed about 25 years ago these were considered an ideal solution but the idea was not widely adopted for two reasons:

- the cost and difficulty of applying them as an aftermarket product to all parts of fully-constructed machines, together with the lack of a national database;
- manufacturers' resistance to applying them during construction due to the extra cost which they were unwilling to absorb or pass on to buyers.

However, Yamaha has recently expressed interest in introducing microdots during manufacture.

Other theft mitigation measures include:

- Utilising GPS vehicle tracing networks
- Installing an alarm system.
- Making your bike as difficult as possible to pinch.
- Not leaving your keys in the ignition (it happens frequently).
- Keeping a prospective buyer's licence when they take your bike for a ride (assuming the licence is genuine).
- Keeping your bike's details readily accessible (for after the event).

The NMVTRC work program for PLCs and motorcycles to 2014 will consist of:

- Increased likelihood of suspicious parts being detected via targeted enforcement activities.
- Reduced opportunities for criminal networks to sell stolen parts into legitimate trades.
- Greater levels of regulatory conformance.
- Developing a clearer picture of the extent to which the export of stolen parts contributes to SNR rates.
- Improved vehicle identification standards from select international markets.
- A more discerning buyer market for used vehicles.
- Improved access to diversionary programs for young recidivist offenders.
- Provide support materials for the public education programs of other organisations which are consistent with NMVTRC's key messages.

The NMVTRC hopes its involvement in Biketober will act as a national incentive to all motorcyclists to pull out all the stops to reduce the risk of their bike being stolen.

There is also a possibility that, where motorcycle bodies are not conducting a MAW or MAM, the NMVTRC would be interested in promoting theft reduction at Toy Runs.

MOTORCYCLE RIDERS UNIVERSALLY OUTRAGED AT TAC'S "RECONSTRUCTION" AD CAMPAIGN

The following is the full text of a media release in response to a motorcycle-unfriendly road safety campaign put out recently by Victoria's Transport Accident Commission (TAC). It emphasises the need to educate all stakeholders and especially government authorities regarding issues of motorcycle safety. The media release was put out by the rider groups the Victorian Motorcycle Council, the Australian Motorcycle Council, the Independent Riders' Group and the Victorian Scooter Riders' Association

"The TAC's "Reconstruction" ad campaign launched on 26th April 2012 has riders and rider groups in an uproar, almost unanimously describing the ad as prejudicial and deplorable.

The ad depicts a SMIDSY ('Sorry, mate, I didn't see you') collision with a car which fatally wounds the rider. Despite the motorist failing to stop at a stop sign, failing to indicate and failing to exercise due care, the ad effectively absolves the driver of any fault since the rider is shown to have exceeded the local speed limit by 8 km/h.

The ad fails to acknowledge that even if the rider was at legal speeds, a fatal conflict could still have been created. The clear message from the TAC placing the onus on the rider to avoid the collision fails to communicate to drivers that they have a duty of care and share responsibility for safety on the roads.

Riders are clearly fed up with the continual "blame the rider" rhetoric.

The supporting material for the ad on the TAC 'Spokes' website effectively states that a driver can't be held liable for not giving way to an object they can't see. Rider groups are justifiably alarmed that this "get out of jail free" card appears to give the green light for drivers to disregard the safety of a legitimate and vulnerable road user group, raising the question of how the TAC could authorise such a vilifying ad.

VMC Chairman Peter Baulch said, "Continually reminding ALL road users of the need for vigilance is to be applauded, but for the TAC to deliberately distort facts, physics and data to produce such an ad and then have their own Spokes website effectively absolve the car driver of any blame is deplorable. Using accident reconstruction to get a message across requires credible re-enactment. When the credibility is missing, the message is lost completely."

Australian Motorcycle Council Chairman Shaun Lennard commented, "I thought progress was being made in Victoria. This ad is misleading, and would be grossly offensive to the family of anyone seriously injured in a 'fail-to-give-way' crash. These same images could be used to produce an ad aimed at other road users – 'You fail to see a motorcyclist; you could go to gaol...'."

Mr Lennard also chairs the Federal Motorcycle Safety Consultative Committee. "I am also stunned and disappointed that this campaign was planned and developed with no input from Victoria's Motorcycle Advisory Group. This flies in the face of key recommendations from the OECD's Motorcycling Safety Workshop of 2008. Four years ago it was agreed that it was time to end the blame game... Hello?"

VMC Research Analyst Rob Salvatore said, "The ad is a dramatic and offensive work of fiction. Despite it invoking physics for an air of legitimacy, the depiction and the numbers simply don't stack up. The ad disingenuously shows the rider failing to perform basic learner-level skills thus involving himself in a fatal collision, while in the next scene capably displays the minimum skills thus avoiding the collision."

Rider groups do not condone speeding, however expert motorcycling references demonstrate that the depicted scenario was readily avoidable. "The ad is therefore seen to be reinforcing an anti-motorcycling sentiment which represents a perplexing U-turn from the most recent TAC campaign featuring 'Watch out for Motorcyclists'," Peter Baulch said.

The TAC media release references statistics without context and states that accepted claims have increased by 50% since 2003, despite the TAC's own figures showing that serious injuries haven't significantly changed despite an explosion in motorcycle participation. The media release also fails to acknowledge a real-terms reduction in motorcycle fatality rate, the consistently lowest nationally.

Rider groups call upon the TAC to reign in its anti-motorcycling rhetoric, steer away from the negative sensationalism and work with riders as a genuine part of the transport policy mix for genuine safety outcomes.

See the offending ad at <http://www.tacsafety.com.au/>. It clearly looks at only one factor as a cause of the collision with no mention of what the driver could have done to avoid the crash. We all want to inform motorists about the causes of crashes but need to identify all the factors that could lead to crash avoidance. Driver attention is one such significant factor; indicating when turning right is another.

SAMRATS
THE RIDE GROUP OF THE MRASA
Ken King – SAMRATS Coordinator

SAMRATS stands for South Australian Motorcycle Riders Association Touring Squad. We organise group rides once a week, usually on a Sunday, but with the occasional Saturday rides. We meet at various locations around the Adelaide area including the city, north, south and east. Meeting time is 9am or 9.30am with a depart time 30 minutes later. Our rides attract between 10 and 30 riders each week and any type or make of bike are welcome to ride with us. All riders who participate must be licensed and have registered bikes, and riders are advised that they ride under their own insurance policies.

Our rides vary in length depending on the destination, but on average they are between 200 and 300kms per ride. We have a break for morning tea, lunch and afternoon tea and may have other rest stops depending on the weather and conditions on the day. Some riders who like a shorter ride come along on our group ride until morning tea or lunchtime and then make their own way home.

We are a friendly, unpretentious bunch of men and women riders who enjoy each others' social company during the breaks and enjoy the group ride atmosphere. We have four ride captains who plan and lead the rides: Ken, Rohan, Ian and Jim, and we alternate week by week.

The ride calendar is planned three months in advance. See the latest calendar for August and September 2012 in this *Centrestand* edition, which is also available on the SAMRATS page of the MRASA website. For those who prefer more traditional methods of communication the weekend rides are published in the Club Notes section of *The Advertiser* each Thursday under SAMRATS Sun/Sat Rides. SAMRATS also has an email list where notification of each upcoming ride is sent out each week.

If you would like to be added to this email list please send your address to kkingsr@hotmail.com. Any enquires regarding our rides please phone 0401866037.

SAMRATS ride calendar for Aug/Sept 2012

Due to weather or other events runs may be adjusted
 For more information Ph Ken 0401866037

Aug	12	Karoonda – BP Mount Barker. Meet 9am Depart 9.30am – Ken
Aug	19	Clare – Caltex Bolivar. Meet 9am Depart 9.30am - Rohan
Aug	26	Tailem Bend – BP Belair. Meet 9.30am Depart 10am – Jim

Sept	1	Sat Mannum - Caltex Munno Para. Meet 9.30am Depart 10am - Rohan
Sept	9	Morgan – BP Newton on Gorge Rd. Meet 9am Depart 9.30am Ken
Sept	15	Sat Bush Pig Rally – Caltex Bolivar. Meet 9am Depart 9.30 – Ian / Rohan
Sept	23	Rider's Choice BP Mount Barker. Meet 9.30am Depart 10am – Ken / Rohan
Sept	30	Southern Ride Delamere - BP St Marys. Meet 9.30am Depart 10am – Jim

RALLIES

Aug 10-11 Flat Earth Sedan, nearly BtB, Feral 8568
 2503 Details on MRASA Website

Aug 18-19 Wombat Warnertown, BtB, Lefty 0412
 767 945

Aug 24-26 Peregrine Rally Jabuk, Chris 0402 428 468
 Details on MRASA website

Sept 8-9 Buckin Ride Marrabel, Grot 0412 602 272

Sept 8-10 Ghost Town Details TBA Chickenman
 0419 983 193

GREAT ESCAPE RALLY

This was held on May 19-20 and for an unplanned, back to basics (except for the flush toilet) rally was a success. About 20 people camped overnight and more came along on Saturday afternoon and evening to see how things were going. The weather was great and it was good to see old friends and that people brought their families along.

There was plenty of conversation around the fires and this flowed as fast as the port went around. Someone also remembered to bring the Stones. Some marvellous bikes, chairs and other add-ons were proudly displayed and discussed.

Many who came received an unofficial badge to commemorate the event and a good time was had by all. A better time was had by some if one was to judge by the state of some campers' scones in the morning.

The people who come to this rally are a laidback group, many of whom remember the days when it was a badged rally with a BBQ, beer, a donut machine, raffle, trophies, flush toilets and an occasional movie. As mentioned above, the flush toilet is all that remains of those days of yore. But the atmosphere is still the same. A lot of the conversation was about making it a badged rally again. It has now been 6 years since we had an official Great Escape Rally so its time we had another.

Watch this space for next year's event.

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

Adelaide BMW	10% parts & accessories	8414 3162	31 West Tce Adelaide
ASI Motorcycles	Discount on request	8326 2800	48 O'Sullivan's Beach Rd Lonsdale
Bills Motorcycles Adelaide	10% on request	8232 1077	192 Wakefield St Adel
Bills Motorcycles Blair Athol	10% on request	8349 8477	368 Main North Rd Blair Athol
Boltons Kawasaki	10% on request	8234 2050	340 South Rd Richmond
Bridgeland Motorcycles	Discount on request	8532 5722	145 Adelaide Rd Murray Bridge
Coast Yamaha	Discount on request	8382 5581	212 Main South Rd Morphett Vale
DA Motorcycles	Discount on request	8281 8933	1758 Main North Rd Salisbury Plains
Eye 4 Airbrush	10% discount	8284 5393	24 Ramnet Circuit Munno Para West
Gawler Motorcycle Centre	10% discount on accessories	8522 7700	Lot 1 Main North Rd Evanston
GC Motorcycles Prospect	\$5 on tyres	8344 7888	122 Main North Rd Prospect
GC Motorcycles Melrose Park	Discount on request	8371 4699	947 Main South Rd Melrose Park
Gilbert & Mattner Lawyers	10% discount	8233 3661	32 St Helena Place Adelaide
Honda World / Ducati Adelaide	10% parts & accessories	8374 2299	1075 South Rd Melrose Park
K & M Motorcycles	10% parts, accessories & ws 10% new products, 20% repairs, all Aussie leather	8234 1090	10 Deacon Ave Richmond
Ken Oath Leather Goods	10% parts and accessories	0417 713 523	3 Cranbourne St Elizabeth Park
Kessner Suzuki	Discount on request	8261 9955	320 North East Rd Klemzig
Motorcycle Parts & Gear	Discount on request	8562 4725	33 Railway Tce Nuriootpa
Motorcycle Revolutions	Discount on request	8371 4448	855 South Rd Clarence Gdns
Pro Street Cycles	Discount on request	8359 4449	494 Main North Rd Blair Athol
QBE Insurance	Ring for a quote	0392 462 761	
Redline Exhausts	Ring for a price	8277 0311	8 Coongie Ave Edwardstown
Shannons Insurance	Ring for a quote	13 46 46	
Victor Motorcycles	10% on genuine parts & acc	8552 3601	14 Adelaide Rd Victor Harbor
Walden Miller Clothing	10% bring the advert	8374 3884	40 Furness Ave Edwardstown
Yamaha Pitmans	Discount on request	8260 9200	420 Main North Rd Blair Athol
Yamaha Retro Spares	Discount on request, 5% tyres, 10% services	8340 1970	115 Regency Rd Croydon Pk
Yamaha World	Discount on request	8297 0622	845 South Rd Clarence Gdns

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.

WHAT'S HAPPENING AROUND THE WORLD**Manufacturers association calls for fewer restrictions on motorcycles in China.**

The China Association of Automobile Manufacturers (CAAM) has requested the government loosens restrictions on motorcycles. CAAM's motorcycle division complained about restrictions on motorcycles, quoting European studies which showed that if 10 percent of automobile drivers in any given city rode motorcycles, traffic congestion could decrease by 40 percent. According to CAAM, municipal authorities, not the central or provincial governments, are imposing restrictions on powered two-wheelers (PTWs). CAAM conducted several tests on Beijing's roads using three different transport modes. Motorcycles were the fastest, followed by public transportation; automobiles were the slowest. CAAM is providing the authorities with the study carried out by Transport & Mobility Leuven with the aim of loosening restrictions on the Chinese motorcycle market. "We hope to see the market for motorcycles open up, allowing motorcycles and automobiles to share the road equally," said CAAM's Secretary General.

ACEM

MRA COMMITTEE

President – Phil McClelland	0408 607 788
Vice President – Neville Gray	0416 050 189
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SA Scooter Squad Coord – Marrie Jongeneel	0402 086 643
Webmaster – Graeme Rawlins	0419 832 384
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Mid - North Register Committee

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Vice-President – Jackie O'Reilly	(08) 8668 4245
Secretary – Greg Stevens	0409 842 434
Treasurer – Barry Stoneman	(08) 8825 3065

MRA Mid-North Register PO Box 37 Snowtown SA 5520

ROAD HAZARDS FREECALL NUMBER
1800 018 313

South - East Register Committee

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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 Vic – Turbo		0427 214 180
Rally Coordinator – Andrew 'Crazi' Butler		0427 249 779
Committee Members: Frank Koennecke, Steve Trembath		

MRA South-East Register 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: / / 2nd 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

