

# CENTRESTAND

December 2012



## THIS ISSUE

**TOY RUN**

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

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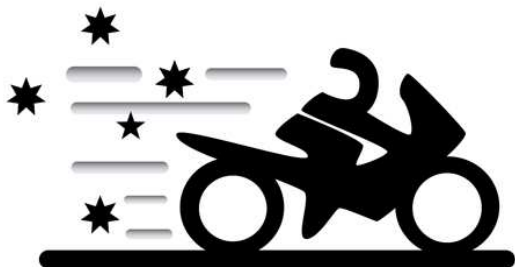
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**COVER PHOTO: Santa's sleigh at Callington Oval, 2011 MRASA Toy Run**

**COVER DESIGN: Arwen Lindemann**

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



**Australian Motorcycle Council Inc.**

**EDITORIAL**

**Harald Lindemann**

The Toy Run is coming up again and that means that Christmas is here. That also means that a new year is in the offing. So what do we do with the Old Year in this case? Do you remember the old cartoons of the Old Year as Father Time all bearded and wrinkled carrying a sand glass almost run out, with a dour, tired look on his face, and the New Year, a baby in nappies, smiling at the joys to come.

Is that how you see the past/new years, or not? It's important how you consider it. I don't like that view at all. I admit, I do get to the end of the year a bit tired and a little older and every year there is something about my body that doesn't work as well as it used to, but when I look back on the year and consider my achievements, I can't see what I am doing coming to an end just because the year ends. My life is ongoing and so are my goals and aspirations. Sure, there have been failures and disappointments over the past year, but the positives sure outweigh the negatives.

Let's take stock. We can consider the friends we have lost for one reason or another, but we are still here and have been changed by those experiences. We can do better those things that we wished we had when they were alive. We can treasure their memories in that way. We may not have them at our side any more when we ride, but doing something better in their memory means that they will stay with us in spirit much longer.

Think about the rides that you missed out on because of work or opportunity or other responsibilities that took precedence. Why did that happen? Could you have done something differently to make it happen? In my case taking on more than I should have for other people led me to the decision point where I could either let them or myself down, and so I missed out on the ride.

Illness can also be a factor stopping you from doing things you want to, like going on rides or that special trip. So think about what caused the illness. Was it not looking after yourself, or overwork? All these things are in your control and once brought under control give you time and opportunity to do the things that matter. And for us it's getting out onto the open road with our favourite machine and seeing what's around the corner.

So don't let the Old Year drag you down and stop you from enjoying life. Figure out what matters and have a New Year attitude and Ride where the road takes you. I mean to.

Ride Safe, Harald

## PRESIDENT'S REPORT

The MRA Toy Run is just around the corner and the weather is good for riding. Over 80 riders turned up for Dave Povey's Five Ferries ride in memory of Jock Rogan. A fitting way to remember our friend and riding mate who passed away a year ago. Jock was a tireless worker and the MRASA is richer for his involvement. His widow, Sue, spoke at the start of the ride of how Jock thought of the SAMRATS as family. Jock's influence will live on for many a year.

Graeme Rawlins has put together a fantastic web site for us and if you haven't looked at it for a while, please do so. News, dates, contact info and more is a click away.

One of the recent additions is on the 4Bs' page. We now have a downloadable version of the data collection form used to collect accident info – from the rider's point of view. This information is made available to researchers into motorcycle safety.

The MRASA has submitted a response on the proposals to protect motorcycles and look forward to the recommendations from the Safer People Section of the Department of Planning, Transport and Infrastructure.

The MRASA has had a positive response to our request for amendments to a couple of road rules. Video Display Units are currently prohibited on motorcycles in South Australia. Apart from banning GPS units, this would also make quite a few of the newer motorcycles with VDU speedometers etc illegal to ride in South Australia. This road rule has now been acknowledged as outdated and will be amended as soon as possible whilst GPS units have been classified as a driver's aid. GPS units will be legalised on motorcycles provided they are not hand held.

The second road rule we questioned relates to the width between blinkers. Our road rules require blinkers to have a centre to centre distance of 300mm from. All the states have a variation of this distance and all are wrong. Another section states that if Australian Design Rules are amended, the ADR specifications will overrule the state Road Rules. The problem is the ADR's have twice been amended and the SA Road Rules are unchanged. We do not accept that a charged rider can appeal a wrongful SAPOL ticket or defect notice and have the offence cancelled. This Road Rule must be updated. The SA Government has acknowledged the Road Rule is out of date and will seek to have it placed on the State Transport Ministers agenda for updating. All riders in all states will benefit.

For your information, the new (legal) dimensions for blinkers on motorcycles are: 240mm from inside edge

of the front blinkers and 180mm between the rear blinkers.

Best wishes for a safe and happy Christmas  
Phil McClelland  
President MRASA

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## RALLIES

**May 18-19 Great Escape Rally Marrabel.** This will be a badged rally. Toilets, water and firewood available. BYO food and drinks or dinner at the Marrabel Pub. Awards – maybe, raffle – maybe. A good time – definitely.

**NEXT BLOOD RUN**  
**Saturday 16 February 2013**  
**Departs 9am for the Grenfell St Blood Bank**  
**from the**  
**KURRALTA PARK SHOPPING CENTRE,**  
**Anzac Highway**

**If you've never given blood, then think about it.**  
**If you have, then bring a friend.**



## TOY RUN REPORT

The preparations for the Toy Run are moving along and it's setting up to be a good day. All will be ready on the day and what doesn't get done won't be noticed and probably wasn't really needed.

Don't forget to bring your membership card for free entry to Callington Oval. All of your mates who are non-members should prepay at Victoria Park so that they won't have to queue up at Callington. Ride safe and keep hydrated. It looks like it will be a hot one.

### THE TRACK IN TO THE PARKING OVAL

Riders will be aware that we have been trying to get the in track across the paddock to the parking oval sealed in some way so that it will not be so dusty and soft. The District Council of Mount Barker assured us that it would be fixed and we were quite concerned that, two weeks before the Toy Run, they appeared unwilling to spend what it would cost on an event that is held only once per year.

However, we are very pleased to announce that, at the eleventh hour, the DCMB has come good on its word and quarry rubble has been laid and compacted from the Callington Road entrance to the second oval where the bikes park. The council will also water the track at least on Friday, and hopefully on the Saturday immediately before the Toy Run.

We considered other options and decided that this entrance is still the safest way into the parking area for riders and all the other visitors that we have on the day. We will ensure that the turn from Callington Road is also firm. As we saw last year the track was easily negotiated by most of the bikes. Parking on the oval will be more orderly and better controlled than 2011. We have learned something there.

We realise that some riders may not want to ride on the track for their own reasons. There will be limited alternative parking along Back Callington Road (North Terrace), on the right just after the railway line and in Callington township via Bridge Road.

Callington Road from the township to the paddock entrance will be closed for through traffic for safety reasons while the bike cavalcade arrives. The exceptions will be emergency vehicles, VIP vehicles, display bikes and Show and Shine entrants.

Please note that there will be no exit from the Oval allowed along the paddock track. The exit will be clearly signposted on the oval and riders will exit the Callington Oval precincts from the bottom gate and through Callington township. This track is made of compacted quarry rubble and is quite firm to ride on.

The Toy Run Committee apologises for any inconvenience this may cause you, but we really thought that we had an agreement. We hope that this will not deter you from coming along and enjoying the day and helping out the MRA and the Vinnies this Christmas.

Greg Hirst from the Brotherhood Christian Motorcycle Club of Sydney is coming over to film our Toy Run. He produces a radio program by, about and for motorcyclists on 90.5 FM called Ride on Alive. You can listen in online at <http://alive905.com.au/ride-greg-hirst/> at 7-9pm EST on Sundays. He heard that it's the biggest and best Toy Run in Australia and is coming down to see for himself. So if you see this guy in leather and a white beard interviewing people then tell him what you think of our Toy Run.



**2012 Toy Run Badges are for sale from the MRA tent on the south side of the oval - \$8 for members and \$10 for non-members. Numbers are limited, so get yours early. The bike colour this year is blue.**

Thanks to all our sponsors and partners for helping to once again make the Toy Run possible.

St Vincent de Paul Society	Shannons Insurance
The Motor Accident Commission	SAPOL
District Council of Mt Barker	Hutt St Precinct
Viking Elite (Dunnies with Dignity)	
SA Motor Sport Board	Adelaide City Council
Callington Recreation Park Inc	
Toll SPD Transport	B&C Security Services
Star Track Express	E H Cambridge & Co
First Care Medical	Couriers Please
Atlas Event & Party Hire	UBute Marquees
Xtreme Trials Show – Adrian Harry	
Humbugs of Hahndorf	Glen Dix      Miniskaff
The Smarty Boys	Vale Signs      Hills SES

The Toy Run Committee consists of Peter Mount, David Vaselli, Ebi Lux, Cathy Lux, Sue Rogan, Kerry 'Kiwi' Turnwald, Graeme Cane, Geoff Grant, John 'Dutchy' Van Halm, David Povey, Russell Hicks, Paul Morgan, Sean Beames and Kirsty Wolf (Vinnies Rep). Thanks also to the CMA (Christian Motorcycle Association) and the Cruiser Club for helping out with the marshalling and setup.

Harald Lindemann Toy Run Coordinator 2012

**AMC REPORT**

Phil McClelland

The European Parliament has approved recommendations from the European Transport Safety Council for legislated changes to improve rider safety. Once the EU Member States formally adopt the text, the Regulation will mandate the fitting of PTWs (Motorcycles) with an engine capacity of over 125cc with an anti-lock braking system (ABS), while PTWs with smaller engines must be fitted with an advanced braking system – either ABS or a combined braking system – the choice of which lying with the manufacturer. Moreover, all PTW vehicles will have to be fitted with an Automatic Headlight On function which increases the rider's conspicuity on the roads. All new models of PTWs must comply with the functional safety requirements by 2016 and all new vehicles have to comply by 2017.

This will affect motorcycles imported into Australia.

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**DAVID POVEY'S FIVE FERRIES  
RUN FOR JOCK 11 November 2012**


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About a hundred people turned up for this ride and around 70 riders finished it. This ride has been going for many years now badged for at least the last five. It started as simply the Five Ferries Run, the brainchild of David Povey in whose honour the Run was later renamed in recognition of his many years as the MRASA Ride Leader.

This year the ride was renamed and a special badge was struck in honour of our mate Jock Rogan who passed away nearly a year ago. Jock was our ride leader for the SAMRATS and loved nothing more than to organise and take a run anywhere you might want to go.

It was strange to be on a ride and not have him there, but it was a great ride and a great day to remember him. He would have loved it.



**Crowding the Ferry at Mannum**

**BIKES AND DOGS** Harald Lindemann

Have you ever noticed that dogs seem to have a natural affinity for motorcycles. They either love them or hate them. Think of the number of dogs you've seen on tanks, farm dogs who would rather ride than walk and dogs take naturally to sidecars with their ears flying and lips slobbering in the wind with no effort on their part. These pooches must surely look down on their iron coffin bound counterparts. Sure, they've got the run of the back seat but have to squeeze their noses through the window gap to get just a smidgin of the wind experience that the bike dogs get. Bike dogs smile while car dogs look on in envy.

I've noticed that dogs always watch a bike go by whether they are on the footpath or in a car, whereas they tend to ignore cars. I once saw a Border Collie in a car who was absolutely mesmerised by the Beemer. He watched intently through the back window and then the side window as I came alongside and when I looked at him he looked away as if he didn't want to be caught staring. Then when I looked away, out of the corner of my eye I could see him taking another look. I guess that he was dreaming of the life that could have been if he had just found a more adventurous owner.

When they are not just staring wistfully then they bark as you go by. These are usually the small yappers who are afraid of nothing as long as it's on the other side of the fence and can't get in at them.

Many years ago, there was a mongrel dog that used to wait for me from behind some bushes and as I came down the street on my Yammie DT250 he would dash out from the side, barking like crazy and chase me for about 20 metres. I got concerned that maybe he would catch me one day and both of us would come a cropper, so I determined to teach him a lesson.

The next time I came down the street I slowed down and watched out for him and as soon as he dived out from the bushes I gunned it, heading straight for him. The look of shock on his face was priceless. He didn't know which way to turn. He finally disappeared down the road. He never chased the bike again.

Of course, then there are the dogs who insist on pissing on your wheels just after you've washed the machine. Love, hate – take your pick.

And bikers are a bit like dogs too, always sniffing at other bikes and checking them out as they go past. We like to travel in packs and take ourselves pretty seriously. "Hey, look at me, I've got a bike".

So, what's your dog and bike story?

## FIRST CARE MEDICAL

FIRST CARE MEDICAL is pleased to have the opportunity to, once again, provide event medical coverage for the Annual MRA Toy Run in 2012. The staff of First Care Medical consider it a privilege to be a part of what has become an institution in South Australia, and envisage it as a long term association.

### Who is FIRST CARE MEDICAL?

We are an Adelaide based company with an extensive 9 year history of supplying paramedics, ambulance officers, nurses and doctors to SA, interstate and international events. We understand many events are facing increased ambulance costs or uncertainty when using volunteer groups, and FIRST CARE MEDICAL has grown from a need to provide solutions to event managers and site safety officers requiring professional, reasonably priced medical coverage.

First Care Medical is able to offer services at considerable savings when compared to ambulance services and also contributes to improved patron safety and reduced liability in regards to medical coverage when compared to non-guaranteed volunteer services. FIRST CARE MEDICAL employs fulltime and casual staff and has in excess of 130 staff.

### What Sets FIRST CARE MEDICAL Apart?

FIRST CARE MEDICAL has spent considerable time researching the needs of various events, legislative and regulatory requirements, efficiencies and client expectations. The end result is a business model that delivers a more focused, yet flexible approach to event medical services.

At FIRST CARE MEDICAL - 'Customer Service' is given the highest priority. We are not happy in delivering a service you may be 'satisfied' with; we want our clients to relate to others about the great levels of service that you experience. Our intent is to provide our clients with the feeling that they have just received the friendliest and most efficient medical service ever.

FIRST CARE MEDICAL believe that an approach based on a true 'Partnership' between parties, rather than the traditional 'client - supplier' relationship is the best way to ensure high quality service delivery, continual improvement and mutual advantage.

The comprehensive range of service portfolios that FIRST CARE MEDICAL can deliver include but are not limited to:

- On Track Medical Services
- Crowd First Aid Coverage
- Sporting event coverage
- Industrial site medical
- First Aid & Safety Training
- First Aid and Medical Supplies

### First Aid Training

First Care Medical delivers a flexible First Aid training package, including a fully supported online theory component and "hands on" practical component for each course.



In partnership with and under the auspices of Allen's Training Pty Ltd (RTO #90909) First Care Medical offers the following first aid training courses for corporate, group clients; these can be tailored to meet industry specific requirements whilst still maintaining core competencies of the nationally accredited courses.

- Perform CPR
- Provide Basic and Emergency Life Support
- Apply First Aid
- Apply Advanced First Aid

Training is facilitated by experienced Nurses, Paramedics and Ambulance Officers.

First Care Medical can also provide First Aid Kits, and AED's at a competitive price.

We are pleased to offer all MRASA members a 15% discount on all First Aid Training Courses permanently and a 15% discount on all First Aid Kits until the end of February 2013.

Again, FIRST CARE MEDICAL are privileged to be involved in this wonderful event and are looking forward to a long and enjoyable association with the MRA Toy Run.

First Care Medical

M: 0416 198 953

P: 1300 799 325 (24 hours)

F: 1300 799 375

E: [darryl.sparrow@firstcaremedical.com.au](mailto:darryl.sparrow@firstcaremedical.com.au)

I: [www.firstcaremedical.com.au](http://www.firstcaremedical.com.au)

(Advertorial approved by MRASA Inc.)

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## LANE FILTERING FIRST

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Media Release from the NSW Roads Minister  
18 October 2012

### AUSTRALIAN FIRST LANE FILTERING TRIAL FOR MOTORCYCLISTS IN THE SYDNEY CBD

The NSW Government will allow motorcyclists to filter through stationary vehicles at CBD intersections to test if the practice improves traffic flow.

Roads Minister Duncan Gay said the unique trial developed by Transport for NSW will start on 1 February 2013 and involve three months of data gathering by the Centre for Road Safety.

“The project will include using video to monitor lane filtering behaviour at intersections and also detect whether traffic movement improves in a selected northern CBD area,” Mr Gay said.

“Lane filtering is currently against the law however there will be an exemption for motorcyclists in this part of the CBD which will permit them to filter through traffic when vehicles are stopped at traffic lights,” he said.

“The NSW Police CBD Motorcycle Response Team, recently funded by Transport for NSW, will also be policing the intersections to ensure road rules are still being adhered to.

“This trial is not about favouring one road user group over another, it is a system which could benefit all motorists in the CBD. It needs to be tested to ensure it improves traffic flow while not jeopardising road safety.”

Mr Gay said the initiative comes after motorcycle groups campaigned for changes to laws around filtering for some time and in response to the consultation on the NSW Long Term Transport Master Plan.

“The practice exists in other countries such as the United Kingdom however we need to ensure there is strong evidence it works before we can make any changes to road rules. As usual, other motorists will need to check for motorcycle riders when they are turning and changing lanes.”

Superintendent Stuart Smith, Operations Commander of the Traffic and Highway Patrol Command, said police were keen to find a solution that improved both the city’s traffic flow and the safety of motorists and pedestrians. “The NSW Police Force is committed to improving traffic flow in the Sydney CBD and we are working closely with Transport for NSW on this

innovative trial,” Superintendent Smith said. “However, the safety of all motorists and pedestrians remains our number one priority. “We will be monitoring the trial sites regularly and, as always, ask that motorists drive carefully and considerately.” The lane filtering will be confined to an area bound by Sussex Street, Market Street, St James Road, Macquarie Street, Alfred Street and Hickson Road.

#### Rules for motorcyclists

- . Lane filtering means motorcyclists can only move between stationary vehicles at intersections.
- . Specific conditions will include taking extra care when filtering near buses, no filtering on the left in the kerbside left lane or dedicated turning lanes, and riders must stop at the intersection stop-line.
- . Lane filtering has to stay within a lane, it is not overtaking.
- . Lane splitting will not be allowed – this involves motorcyclists weaving through moving traffic instead of stationary traffic.

*Good to see some practical attention to what works – what have we been saying for years – on the other hand ... (Ed)*

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## VDUs IN MOTOR VEHICLES

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This is from the *Australian Road Rules* (SA version):

### “299—Television receivers and visual display units in motor vehicles

(1) A driver must not drive a motor vehicle that has a television receiver or visual display unit in or on the vehicle operating while the vehicle is moving, or is stationary but not parked, if any part of the image on the screen:

- (a) is visible to the driver from the normal driving position; or
  - (b) is likely to distract another driver.
- (2) This rule does not apply to the driver if:
- (b) the vehicle is not a motor bike and the visual display unit is, or is part of, a driver's aid . . .”

What this essentially means is that GPS and other Visual Display Units (including electronic speedometers etc) are illegal on “motor bikes” in South Australia. So technically, in SA you could be booked for checking your speed by using your speedo if it happens to be one of those new-fangled computerised readouts that disappear when the ignition is turned off.

This SA Road Rule does not match that of the other states in Australia. MRASA President Phil is currently making the powers that be aware of the anomaly and seeing if it can’t be changed or at least ignored until it can be changed.

Until then, stop using your iPad while riding.

## **MRASA INC. ANNUAL GENERAL MEETING 2012 NOTICE**

The Annual General Meeting of the MRASA Inc. will be held on Sunday 17<sup>th</sup> of February 2012. This will be held at 1.00 pm at the Director's Hotel, Grote Street Adelaide in the upstairs meeting room. A General meeting of the Association will be held before the AGM.

All the positions of the Association listed below will be declared vacant and the following positions on the 2013 - 2014 Committee will be elected.

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

**Sub-Committee representatives to the MRA Committee**

- **Toy Run Committee**
- **Scooter Club**
- **SAMRATS**
- **4Bs**

**will be elected by the sub-committees at meetings to be held within 4 weeks of the AGM.**

At this meeting the auditor for the 2013-2014 year will be nominated. All current financial members of the MRA SA Inc. are eligible to stand for election to one or more of the positions. Nominations should be in writing to the Secretary of the Association prior to the beginning of the AGM and evidence of current membership must be provided. All members and are invited to attend the meeting.

Secretary MRASA

## **NATIONAL ROAD SAFETY NEWS**

The 3rd meeting of the Standing Council on Transport and Infrastructure was held in Western Australia on November 9 to consider a wide range of major transport initiatives and reforms. The Standing Council includes Transport, Infrastructure and Planning Ministers from the Commonwealth, States and Territories, New Zealand and the Australian Local Government Association.

### **NATIONAL ROAD SAFETY**

The Standing Council noted the latest progress report on the National Road Safety Strategy, showing that considerable activity is underway across all areas of the strategy. The report also revealed that road crash deaths in 2011 had reduced by 10 per cent relative to the strategy baseline period (2008-2010), with similar reductions for most of the strategy's key performance indicators.

The Standing Council acknowledged the role of the National Road Safety Council in helping to drive road safety improvement and thanked Council members for their efforts over the last three years.

The Standing Council emphasised the importance of continuing engagement with road safety stakeholders and agreed to convene a National Road Safety Forum on an annual basis, building on the successful forum held in Canberra earlier this year. The Council welcomed Tasmania's offer to host the 2013 forum, with a focus on vulnerable sectors of the community.

### **CITIES WORK PLAN**

The Standing Council endorsed a Work Plan to progress COAG's commitment to the agreed objective "to ensure Australian cities are globally competitive, productive, sustainable, liveable, socially inclusive and well placed to meet future challenges and growth". The Work Plan includes improving national information on cities and sharing best practice in strategic planning systems [and] engaging the private sector to create better public spaces ..."

While there was nothing in the communiqué which directly mentioned motorcycles, the acknowledgement of the reduction in road deaths was heartening. This hasn't all been the government's work. Lobby organisations like the local MRAs and the AMC (Australian Motorcycle Council) have all played their part in bringing our unique issues to the attention of lawmakers.

We also have a role to play in helping to draft the way in which the Cities Work Plan pays attention to the role that motorcycling has in developing our cities in the future. This may be more important than you think.



## SAMRATS SUNDAY RIDES

### Calendar Jan Feb Mar 2013

Jan	6	No Ride
Jan	13	No Ride
Jan	20	Ken – Lobethal Circuit - Meet Crafers Deli 9.30am –10 depart
Jan	27	Jim – Southern Ride Goolwa – Meet BP St Mary's 9.30am – 10am dep
Jan	6	Ian – Kapunda – Meet BP West Terrace 9.30am – 10 am depart
Feb	10	Rohan – Murray Bridge – Meet Kersbrook Servo 9.30am – 10am depart
Feb	17	Ken / Rohan / Ian - Ridden On Ride to Second Valley - Meet Top of Taps Victoria Hotel Car Park O' Hallaren Hill 9.30am – 10 depart
Feb	24	Jim – Barossa through the hills – Meet BP Evandale 9.30am -10am dep
Mar	3	Ken / Rohan – Mystery Meet BP West Terrace 9.00am – 9.30am depart
March	10	Rohan – Burra – Meet Caltex Munno Para 9.30am – 10am depart
March	17	Ken – Strathalbyn Circuit – Meet BP St Mary's 9.30am – 10am depart
March	24	Jim – Robertstown – Meet Caltex Bolivar 9.00am – 9.30am depart
March	31	Ian / Ken – Mystery Ride - Meet BP Newton 9.30am – 10.00 depart

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

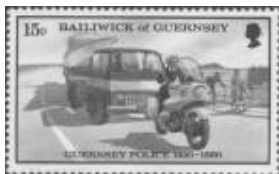
## POLICE ON BIKES - STAMPS



BMW R50/5 1974 issue  
Austria



BMW R100RT 1988 issue  
Taiwan



BMW R series with Avon  
Fairing 1980 issue  
United Kingdom

Anyone see a pattern emerging here?

## OTHER TOY RUNS AROUND THE STATE

**Port Augusta** - Saltbush Motorcycle Club Toy Run Saturday 1st December The Salt Bush Motorcycle Club is holding their Toy Run on Saturday 1st December. ALL motorcyclists welcome! All toys donated go to the Salvo's. Donations of toys required for teenagers as well as younger children. Fundraiser for Miriam High Special Needs Centre.

**Times:** 10am departure

**Where:** Pastoral Hotel Lawns

**Presentation:** 11.30am Homestead Park

**Call for info:** Steve 8643 6468



**Whyalla** - Ulysses Whyalla and Districts Branch November 3. Everyone met at the Hungry Jack's carpark with their donations.

**Riverland Toy and Tucker Run** – Ulysses Mallee Branch. Sunday December 2<sup>nd</sup>. There will be two starting points. One from Renmark and the other from Waikerie. Riders in the first group will leave Waikerie from the main street at 0845 Hrs and head for Moorook then onto Loxton. Riders in the other group will leave Macker's in Renmark at 0915 Hrs and head to Loxton where they will join up with the first group. Then all riders will then leave Loxton at 1030 Hrs and head for Berri.

They will then leave Berri at 1145 Hrs for Barmera parking in the main street where the monthly market will be in full swing. The ride will end at the local 'Men's Shed' where there will be a BBQ from 1230 Hrs.

Paul Capper 0417821931

Mick Himsworth 0409708186

(Thanks to Tom Griffin for tracking down this info)

**Mini Toy Run** – Yamaha World Sunday 9 Dec Leaving Yamaha World (845-855 South Rd. Clarence Gardens) at 9.30am. This is for scooters only. Do you find the Toy Run ride from Victoria Park to Callington to daunting? Then this is for you. Finish at Semaphore Palais via Glenelg. Bring scooter, safety gear and a toy. Donations go to Society of St Vincent de Paul and the Little Heroes' Foundation.

Joe and Gaz for more info 8297 0622

## NEW ZEALAND EXPOSURE...

Most of us have undertaken a tour of some sort on a motorbike whether it's a couple of days with your mates somewhere for the weekend, or a couple of weeks around the country. For motorcyclists more often than not it's the journey which is more interesting than the destination. How many of you though, have shipped your bikes to a pre-determined destination, ridden for a few weeks and then shipped them back home again? One or two I'm sure, but an increasing number of motorcyclists are doing just that to experience motorcycling in New Zealand, or taking the easier option and renting a motorcycle on arrival in 'The Land of the Long White Cloud' to commence their touring experience.



*Shot of the bikes overlooking Molesworth Station about two hours from Christchurch.*

For many New Zealand is the land of sheep and the mighty All Blacks rugby team, but for those in the know NZ also represents motorcycling nirvana. New Zealand is roughly the same size as the US state of Colorado or just under one-quarter the land mass of South Africa – big enough to see plenty of varying terrain and small enough not to have daunting distances.

Both the North and South Islands are roughly of similar size and there are regular inter-island car-ferry (similar in size to the English Channel car-ferrys) sailings traversing the three hour journey of Cook Strait. Foreign motorcyclists are always pleasantly surprised how readily kiwi motorcyclists return a wave or acknowledgement.

If you have ever considered motorcycling in New Zealand, you will be in for a treat. The North Island has the volcanic activity, great beaches with many awe inspiring coastal roads, whilst the South Island has the majestic mountains, sweeping forests and relatively uncongested roads and wide open spaces. If one is pushed for time, two weeks motorcycling can adequately cover the major points of interest throughout New Zealand.

Summer is the main touring season from November through to March, and indeed in the month of February both islands are jam-packed with touring motorcyclists. Highways in New Zealand are classified by a State Highway (SH) numbering system and virtually all are tar-sealed. Whilst there are

thousands of kilometres of gravel roads in the rural parts of New Zealand, nearly all arterial roads are tar-seal, though in the more remote areas motorcyclists do have to pay attention to the locality of fuel stations – petrol is currently (Aug 2012) about \$NZ2.10/litre. Two recognized *must rides routes* within the New Zealand motorcycling community for the North Island

both starting from Auckland are: the 1000km Northland three day loop and the four day 1200km Round East Cape Run. The volcanic plateau 150km day ride loop passing the three central North Island volcanoes of Mount Tongariro, Ngauruhoe and Ruapehu is also a whisker behind.

For the South Island the *must ride routes* are the world rating 120km State Highway 94 - The Milford Sound Road- which is hard to beat with majestic mountains and alpine scenery, along with SH6 which goes the length of the South Island and includes the remote Westland coastal forests and accessible glaciers. One thing you can not escape in New Zealand is the rain and even if you're planning to ride in the height of summer expect to encounter rain at some point of your motorcycle vacation.

New Zealand is one of the few countries in the world where Suzuki is regularly the annual top selling motorcycle marque, and with Honda second, they both have dealerships in nearly all the provincial main centres of the country, should any problems be encountered.

Like any tour, failing to plan is planning to fail, however having said that New Zealand is an easy country to 'wing it' and to motorcycle tour on a day to day basis. There has never been a better time than the present to motorcycle tour the country that are the Rugby World Cup Champions!

Robert Scott  
Auckland, New Zealand  
[www.twowheeltouring.co.nz](http://www.twowheeltouring.co.nz)

(Advertorial approved by MRASA Inc.)

## NSW FAT HEAD EXEMPTION

According to the NSW Government Gazette 28 September 2012

[http://www.nsw.gov.au/sites/default/files/01\\_0.pdf](http://www.nsw.gov.au/sites/default/files/01_0.pdf)

If you've got a big head, you still have to wear a helmet, but you can wear one that complies with the national standards of Japan, USA or Europe. Why they also included Snell is beyond me. It's a private standard, subject to commercial vagaries.

In this Order:

**Rider** is a person who is riding, or is a passenger on, a motor bike or a bicycle, and has a head circumference of at least 62 centimetres, and which makes it impossible for their head to fit safely and comfortably into an **approved bicycle helmet** or an **approved motorbike helmet** as defined in the NSW Road Rules 2008.

### 7. Exemption

#### Motor bike helmets

(a) Subject to the conditions in clause 7, a **Rider** is exempt from NSW Road Rule 270 when wearing a motor bike helmet that meets one of the following standards, or any of its subsequent editions:

- "Regulation No. 22.04 – Uniform provisions concerning the approval of protective helmets and of their visors for drivers and passengers of motorcycles and moped", published by United Nations – Economic Commission for Europe.
- "Federal Motor Vehicle Safety Standards (FMVSS), Standard No. 218; Motorcycle Helmets", published by the Department of Transportation of the United States of America.
- "2005 Standard for Protective Headgear for Use with Motorcycles and Other Motorized Vehicles", published by the Snell Memorial Foundation of the United States of America.
- "Japanese Industrial Standard JIS T 8133:2007 Protective helmets for motor vehicle users", published by Japanese Standards Association.

The reference sizes for heads in accordance with the Australian helmet Standard (same as USA & Japan) is

size "L"	= 59-60 cm
size "XL"	= 61-62 cm
size "XXL"	= 63-64 cm
size "XXXL"	= 65 cm =>

And the kicker is that you can wear any of the above approved helmets if your head is too big for the officially rated helmets as long as you have a medical certificate from your doctor stating that you've got a big head and you have to carry this with you at all times if you get challenged by our boys in blue for wearing a non-officially rated helmet.

Thanks to Guy Stanford, of the AMC for the info.

## NEW FLEXIBLE SIGNAGE

Two new roadside signage systems have come to our attention which may mean good news for motorcyclists who tend to have a bad time when hitting solid objects.

"HAZARDMASTER is an easy to install traffic hazard marker-post manufactured from Impactapol®, a durable, impact-absorbing, flexible polymer. It is secured by a large flat base, and fitted with retro-reflective, shatter-proof reflectors that are scientifically angled to give motorists maximum visibility even in rainy or foggy conditions.

Under testing conditions, the Hazardmaster is proven to withstand repeated impacts of 100Km/h without impairing its effectiveness as a traffic hazard marker post – after each run-through it retained its original vertical position, and did not splinter, dislodge or rotate off its axis.



Hazardmaster



Chevroflex

Because of these unique features, the Hazardmaster is ideal for sites where drive-throughs are a regular occurrence. Not only do they reduce the expense associated with replacements and site maintenance visits, but they ensure that the road edge remains clearly marked after repeated high-speed impacts, and they cause minimal damage to the vehicles that hit them."

So says the advertising blurb. This seems to be a better version of the white post currently being used here which are flexible but do get damaged on impact. The high visibility capabilities of the Hazardmaster also seem to be superior.

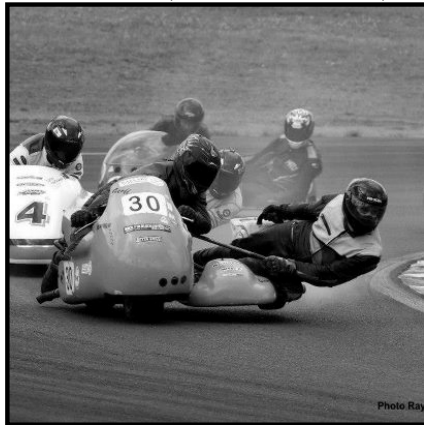
The other product is called 'Chevreflex'. "Chevreflex is comprised of large black upright panels which provide a much wider angle of approach than the traditional metal chevron signs. It gives the appearance of being both larger and wider, which makes it visible from a further distance and considerably improves its warning capability for upcoming road hazards."

Flexibility and high visibility are two important factors required for safety in signage. Go to <http://safety4roads.com.au/> for more info.

**SIDECAR RACING** by Geoff Grant

For the last 12 years I have been racing an Urqhart framed Kawasaki H2 (750cc 2 stroke triple) powered Post Classic sidecar and have won several SA and Vic State Titles along with wins at Phillip Island, Historic Winton, Southern Classic and 2<sup>nd</sup> in the National Titles a few times. I currently travel about 20,000 kms a year chasing race meetings and this brings with it the opportunity to enjoy a lot of the sights of Australia. Our old school bus ('The Magic Bus') is well known around the race tracks of Australia (and recently featured in AMCN) as I usually do 8 to 10 meetings a year. My regular passenger is Craig Lawson from Port Noarlunga but when he is not available Phil Treacey (from Melbourne) fills in.

I just returned from a trip 'over east' where I competed in the Southern Classic (with Craig on the side) at Broadford and then the Australian National Titles at Eastern Creek (with Phil on board). I got 2nd place in



both meetings although am still not sure about the Southern Classic result given that I won the first three races but a brake problem resulted in an excursion off the track and

7<sup>th</sup> in the last race and thus equal points for first. A 'count back' resulted in me being awarded 2<sup>nd</sup>!

After the Southern Classic we slipped down to Phillip Island to take in the atmosphere of Casey Stoner's last ride in Australia – and what a fantastic ride it was. Then we headed north again and arrived in Sydney in time to do some touristy stuff before we had to head to the track. During practice we experienced flooding carburetors but with the engine displaying symptoms of fuel starvation. These conflicting signs made diagnosis a challenge but we eventually got there and qualified 3<sup>rd</sup> in class which put us on the 3<sup>rd</sup> row of the grid. The two who qualified in front of us were both running [very] big Honda engines and I was pushing 'it' uphill to try and beat them so I really had to look at the outfits behind me and work to ensure that I did not let anyone past. Everything went according to plan with each race. We got great starts (as we usually do) so that the two in front of me had to pass me again to get their positions back but the challengers behind us were not able to get past. What I had not realised though was that of the two big horsepower bikes in front one of them failed to finish two races so we

actually came in second each time. Just proves the old adage, "to finish first, first you must finish".

We did have a bit of concern when after the second race I was told I had to report to the Clerk of Course. That usually means you have done something wrong so with some trepidation I climbed the stairs to the tower. It seems that they had decided to black flag me (as a result of the nose cone on the sidecar bouncing around a bit more than normal due to a bracket that broke just after the start). I did not see the black flag, and while that is no defence, it was revealed that they only held the flag out for one lap so I only had one chance to see it and as such I was let off with a stern warning. Thankfully I was allowed to keep the points for that race!

I am now preparing the bike for the SA State Titles at MacNamara Park on 29-30 December.

**NATIONAL ROAD SAFETY FORUM**

The next National Road Safety Forum will be held in Tasmania in 2013. The forum will focus on measures to protect vulnerable road users like motorcyclists, cyclists and pedestrians.

"The roads belong to all of us, and it's time our more vulnerable road users had a strong voice at the policy table," said David O'Byrne the Tasmanian Minister for Infrastructure when the forum was announced recently.

The Minister has met with a number of these vulnerable road user groups recently and has been impressed by their willingness to work with governments to achieve genuine outcomes. It's not as if this is anything new for us. The MRA and the AMC has been lobbying governments at both the state and federal level for many years in an attempt to gain 'genuine outcomes' in road safety.

According to the press release the State Government is keen to have as many forums, conferences and business events as possible held in Tasmania as it contributes to positive revenue for the state, especially in the form of spouse and family inclusions to the visit and the spin-off in future tourist dollars.

Motorcycle representatives, including the AMC will be present at the forum to make sure that rider's voices are heard. They will have their work cut out for them to make some real headway and achieve, in the Ministers words 'genuine outcomes' because most forums become a talkfest to let the powers that be know which of their ideas will be accepted and which will not. But if we are not there we won't know what ideas they are pushing. Let's try and do more than just boost the Tasmanian economy.



**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 & ws 10% new products, 20% repairs, all Aussie leather	8234 1090	10 Deacon Ave Richmond
<b>Ken Oath Leather Goods</b>	10% parts and accessories	0417 713 523	3 Cranbourne St Elizabeth Park
<b>Kessner Suzuki</b>	Discount on request	8261 9955	320 North East Rd Klemzig
<b>Motorcycle Parts &amp; Gear</b>	Discount on request	8562 4725	33 Railway Tce Nuriootpa
<b>Motorcycle Revolutions</b>	Discount on request	8371 4448	855 South Rd Clarence Gdns
<b>Pro Street Cycles</b>	Discount on request	8359 4449	494 Main North Rd Blair Athol
<b>QBE Insurance</b>	Ring for a quote	0392 462 761	
<b>Redline Exhausts</b>	Ring for a price	8277 0311	8 Coongie Ave Edwardstown
<b>Shannons Insurance</b>	Ring for a quote	13 46 46	
<b>Victor Motorcycles</b>	10% on genuine parts & acc	8552 3601	14 Adelaide Rd Victor Harbor
<b>Walden Miller Clothing</b>	10% bring the advert	8374 3884	40 Furness Ave Edwardstown
<b>Yamaha Pitmans</b>	Discount on request	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

**Useful Links**

[Metro and Country Roadworks](http://www.transport.sa.gov.au/quicklinks/metro_country_roadworks.asp) from Transport SA. [http://www.transport.sa.gov.au/quicklinks/metro\\_country\\_roadworks.asp](http://www.transport.sa.gov.au/quicklinks/metro_country_roadworks.asp)

[Outback Roads Temporary Closures, Restrictions and Warnings Report](http://www.dpti.sa.gov.au/OutbackRoads) from Transport SA website.

<http://www.dpti.sa.gov.au/OutbackRoads>

[Road Safety http://www.dpti.sa.gov.au/roadsafety/home](http://www.dpti.sa.gov.au/roadsafety/home) home page from Department of Planning, Transport and Infrastructure.

(DPTI) [Road Crash Reports](http://www.dpti.sa.gov.au/roadsafety/home) by vehicle type from DPTI.

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

[Road Statistics](http://www.sapolic.sa.gov.au/sapol/road_safety/road_statistics.jsp) from SAPOL. [http://www.sapolic.sa.gov.au/sapol/road\\_safety/road\\_statistics.jsp](http://www.sapolic.sa.gov.au/sapol/road_safety/road_statistics.jsp)

[Road Crash Statistics](http://www.dpti.sa.gov.au/roadsafety/road_crash_facts/sa_crashes) from Australian Transport Safety Bureau.

**ROAD HAZARDS FREECALL NUMBER : 1800 018 313****MACHINOPHILIA?****Ajit Harisinghani – One Life to Ride**

Suddenly the piston developed an unexplained hiccup in its movement and for less than a minute, the engine sputtered and then lapsed into silence. The battery was on full charge, the fuse was still valid and the spark plug was still sparking; it all looked fine. But every time I tried the kick-start, the engine would sputter into brief life, as if tantalising me with a bit of promise, before becoming still and unresponsive yet again. It was frustrating.

Not knowing what else to do, I sat on a nearby rock and looked at her. I felt myself slipping into surrender mode. I let my exasperation fade away and my affection for her surface in its place. I told her I was sorry. Then I said it again. I could feel her thawing. And when, after a few more minutes of some diplomatic placation, I started her engine, she began purring away as if nothing had happened.



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 Vice President – Neville Gray 0416 050 189  
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 4B's Coordinator – Phil McClelland 0408 607 788  
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 SA Scooter Squad Coord – Scott Sharrad  
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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 PO Box 37 Snowtown SA 5520

**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

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

New Member:  or Renewal  Membership No.

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

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

Postcode

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

Email \_\_\_\_\_

Join mailing list/s? SAMRATS  Scooter Club

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

Gender M / F Blood Donor?  Please send info

Do you ride a Motorcycle  Scooter  Other

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

Member of: Mid North / South East Register

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

**Do not send Association magazine**

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

Date \_\_\_\_ / \_\_\_\_ / 201\_\_ Signature \_\_\_\_\_

**MEMBERSHIP FEES: CIRCLE ONE**

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

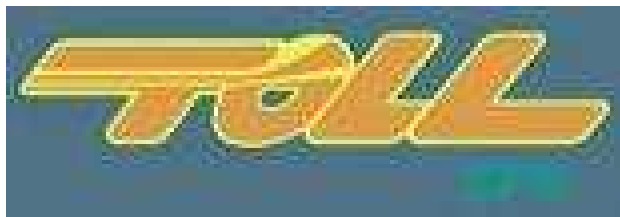
Payment by: Cheque  Money Order  or debit my Visa  MasterCard

-     -     -

Amount \$ \_\_\_\_\_ - 00 Expiry date \_\_\_\_\_ / \_\_\_\_\_

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

Signature \_\_\_\_\_



The District Council of  
**Mount Barker**



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