

CENTRESTAND

December 2013



THIS ISSUE

QLD ANTI-BIKER LAWS

FIRST CARE MEDICAL

SNOWY MOUNTAINS TRIP

TOY RUN SPONSORS

THE GREAT OCEAN ROAD TRIP

JANICE'S STORY



Let those who ride decide



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

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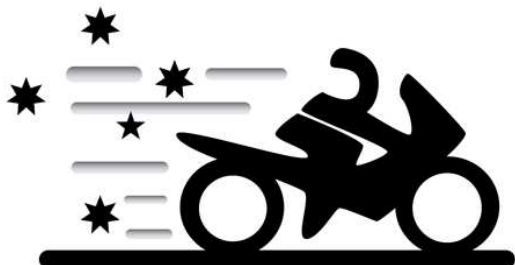
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Australian Motorcycle Council Inc.

EDITORIAL

Harald Lindemann

The more things change, the more they stay the same. That's the old saw. Well, in motorcycling that definitely is the case.

Once upon a time it was 'Lights On'. It took us years to get lawmakers to see sense on that issue; similarly with front number plates. But it only takes one uninformed politician or public servant with a simplistic worldview to find a way to introduce the ideas again as a sop to road safety.

Governments need and will use issues with simple ideas to get public support for legislation that makes it look as if they are making the hard decisions to help and support the public. Nothing is as sexy as crime. Not public health or education, not the economy or even foreign affairs. Make people afraid, find an enemy within to make folks feel unsafe and then draft blanket laws that they claim are needed to curb the menace. Any suggestions that the laws target the innocent as well as the guilty are ignored – "if you have nothing to hide, you have nothing to fear."

Most of the time the laws needed to combat crime are already in place and the new laws tend to be an over-reaction. Remember the anti-terrorist laws that resulted in rubbish bins being removed from rural airports in case someone planted a bomb in one of them?

It becomes like a psychological association test. Say 'motorcycle' and the public thinks 'Angel' and not the nice kind. Governments, not just in QLD, are flogging the stereotype bandwagon to get public support for laws which, if they were in opposition, would make them howl.

Ordinary motorcyclists going about their legal business are being targeted as criminals because of their lifestyle. So when the 100% are all treated as if they are the 1% and the laws allow individual police officers so much discretion without any protection or comeback for the public, then something is wrong.

This is ultimately not about crime or policing or public safety. It is an experiment in public control and we – riders – will be the losers as all the good that we do will count for nothing. Be informed.

Ride Safe, Harald

PRESIDENT'S REPORT

It should not be news that bikie groups are the target of the new Queensland Government, but recreational riders are suffering collateral damage.

Accredited criminal law specialist Kurt Fowler of Fowler Lawyers (Qld) says an amendment to the *Queensland Police Powers and Responsibilities Act* basically allows police to search people for things such as tattoos.

While all the attention of the Queensland Government's anti-bikie laws has been on the draconian *Vicious Lawless Associations Disestablishment (VLAD) Act*, this amendment has largely gone unnoticed.

"The amendment to section 29 of the Act authorises police to detain and search persons whom they reasonably suspect might be a member of a criminal organisation," Kurt says. "There was previously no right to do anything but demand you identify yourself such as with a driver's licence, but police had no right to insist a person remove clothing to check for tattoos unless they were arrested.

"The key expression here is 'reasonably suspect', so clearly that would include the concept that while a person is riding around on a bike without patches they might have tattoos that identify themselves as members of declared criminal organisations."

That means anyone on a bike or wearing biker clothing can be reasonably suspected to have criminal associations in Queensland.

We have had numerous enquiries asking what the MRASA is doing and what this means for South Australians.

The MRASA is supporting the AMC's actions and has provided financial assistance for the AMC to send a Delegate, Eva Cripps, to the Qld Police Ministers conference with affected recreational motorcycle clubs in Brisbane. Keep updated with the MRASA website and Facebook page.

There are significant differences between the SA and Qld Governments. To start with, Qld does not have an upper house in Parliament. The Legislative Assembly of Queensland is the sole

chamber of the unicameral Parliament of Queensland. This means the Premier and his Ministers get the laws they want. Add to this the enormous size of their majority in that Parliament and you get what we see today.

There is some good news for motorcyclists here in South Australia.

The weather has been fantastic for riding and it is Toy Run time. Your Toy Run Committee, with Harald Lindemann and Peter Mount leading the way, are working hard to finalise all the last-minute details to ensure the incredible high standard they set is maintained. Toy donations have been down in recent years so please bring something to put a smile on a child's face this Christmas. Spread the word, invite a friend and come enjoy the best Motorcycle Toy Run in Australia. Don't forget, your MRASA membership will get you into the Callington fete for free.

Ride safe and enjoy the festive season.

Phil McClelland
President MRASA

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JANICE'S STORY

Janice Wilkins has been a long-time member of the MRASA and a keen rider with the SAMRATS. She is well known among the riders for keenness for riding, her lovely smile and her cheery disposition. At a very difficult time in her life she has not changed. With her permission we are sharing with you an email sent to Ken King, our SAMRATS coordinator. This is Janice's story – we hope you get something out of it. Ed

Hi Ken, This is Janice Wilkins, the girl on the pearly white Yamaha lol!

I still follow the rides and your interesting ride reports so that's good, keep them coming.

So now I have a story of my own and I am happy for you to pass this on to the club, members and the other clubs if you want. I have no secrets. Even put it in the bike magazine. If this may help other people in a similar condition then it's all good, yeah!

It all started on Sunday 13th (I think) October 2013. I was enjoying my solo ride heading through Ironbank, lovely midday weather, listening to good music. Next thing I wake up in an ambulance, was unconscious by my bike and bystanders found me in the middle of the road with bike beside me, so called ambulance. No-one else involved thank goodness. Here I am now awake in ambulance, asking the one thing all bikers ask: "What about my bike?" LOL! That was all taken care of through Swann Insurance and Caddle Crash Repairs, Edwardstown. Great job lads, thank you. Bike is still at Nigel Morrell,s. I have given the bike to my son!

Due to my internal bruising on the right side of my ribs, I had two weeks' sick leave. Then after kayaking on the following Sunday and feeling a little stronger. That evening I made tea, sat down to dinner and found I could not hold my fork in left hand, 3 fingers went on me. Next day went to the doc's and was told it was nerve damage and with rest it should come right in a few days. Cool,



no problem, went to work next day, strapped hand up, no worries. Thursday comes and lose all function in fingers, so once again strapped hand up for support, went to work, then to doc's, who informed me to get straight down to a A and E. He said not good it's coming from the brain. Off I go to QEH and that was it, admitted straight away and stayed for the next three weeks. So with tests, scans etc. we now have an answer.....I have terminal cancer, remember that melanoma I had removed 4 years 9mths ago, it has got me, 3 tumors in head, one large on top of brain which is what affected my hand function. Lungs, kidney and bowel.

Oh well shit happens; I am now a lady of leisure which I am adjusting to very nicely thanks, LOL! I am not in pain so am still happy self, I am strong-minded, pig-headed and positive and for the kid's sake do what I am told for a change.

How long I have to live is what people are usually curious about. Without treatment, 3 to 6mths, with treatment, only prolongs it but guessing a year would be a bonus!!!! I am having

radiotherapy this week, finishing next Tuesday, just shrinking the tumors enough. Then will see what else going on. . Just small steps at the time now!

Haven't really got much on my bucket list because it's good that I worked hard and still enjoyed riding, kayaking,

gardening etc. so really happy was able to do this. Now it's time to get things in order, house, funeral and the rest while alive and kicking LOL!!!

So there you have my story Ken, please share. No pity please, just good friends, laughter and fun suits me just nicely. Oh by the way, we need to sort out a bike parade for my service which will be a celebration of life, not death, so it will be a happy occasion. Then I am hiring a venue for whoever for drinks, food, music and fun times. Watch this space LOL!

Cheers,
Jan xx

DEFECTS

I ride a 2013 soft-tail Harley Davidson and am a HOG SA club member. I rode bikes for years before kids came along and had a hiatus for about 20 years but always wanted to get back onto two wheels. I am on my second HD now and enjoy life riding with the HOG club. Great people, excellent rides and social life.

I consider myself a safe rider and am not a hoon or dangerous rider and abide by the road rules and try my best to be a good citizen on our roads.

My wife and I were coming back home from a twilight club ride a month or so back and we got stopped on the night of the drink driving blitz, Friday night, on Salisbury Highway. I thought it was to check if I had been drinking which I hadn't and the Elizabeth traffic officer got straight into me about my pipes.

Now I love my bike and have spent considerable \$'s in making it look nice. Yes it has aftermarket pipes on it, but they have a baffle kit installed and look pretty good. The pipes sound 'sweet' and as they say 'loud pipes save lives. Well mine seem to have gotten me in trouble. I explained to the police officer that I had been on a club ride with HOG SA and we were not OMCG members or in any way affiliated with OMCG clubs. We were old farts out riding with other old farts enjoying the country road as the sun set and then all had dinner together before quietly riding home.

What I got was a diatribe about decibels and how Peter Stevens shouldn't be selling defectable bikes. I kept my mouth shut and did not give any lip and towards the end of the lecture I got, I did mention that I used to work back in SAPOL many, many years ago and understood the road safety issues, which I think the pipes were not necessarily such a big road safety issue. The officer took great delight in defecting me and sending me to Regency inspection station. Then I got a lecture that he could stick the canary on my shiny new polished tank but as he was such a good guy he would put it on my brake cables. He also said that he could issue me with a hefty expiation notice for loud pipes. Go figure. Thankfully no fine was issued. We rode home quite disconcerted at what had just taken place.

I duly got the pipes removed and the original ones put back on and presented myself bright and early the following week at Regency only to have the bike put under the microscope and the torch even came out to check every nook and cranny. The inspector took a dislike to my stop/regio plate light and defecting me for that even though it had a compliance imprint stamped on it. He then also hit me for my chrome braided lines. The chrome ends/swaging had the ADR dot stamp on them but the lines themselves (one piece) did not have a number on them. I stated that I had already checked with the HD dealer and they advised me that the lines were compliant as they had the 'dot' stamping on them and that the CVO bikes came into the country with the same lines and were inspected and compliant.

The inspector didn't agree so off I went with my tail between my legs quite dejected. Rode to Peter Stevens/Harley Heaven and they wrote me a letter explaining the authenticity of the HD chrome braided lines. I rode straight back to Regency and they wouldn't accept the letter from Peter Stevens/Harley Heaven as a fact of the lines being ADR compliant. I got sent on my bike again and told the lines remained non compliant.

Naturally back I went and complained to Peter Stevens/Harley Heaven who duly took the bike off me and graciously lent me a loaner and they changed over all the bits that Regency didn't like and got the defect off for me which is a great reflection of their customer service. Peter Stevens are now corresponding with HD Australia and HD USA regarding the chrome braided lines and trying to sort out the ADR issue which is a good thing, I hope. Many of my riding friends are quite concerned as they have put these lines on at great expense (front lines are about the \$400 - \$500 a set).

Naturally I'm a tad concerned about getting defecting again, I know I could wear it for the pipes but I guess that's life riding a Harley with all the hoopla going on in the media about bikers riding Harleys in gangs and the new legislation in SA, Vic and QLD focusing on Harley riding outlaw motorcycle gangs (OMCG).

My concern is regarding the way the bike riding community is being treated by police and Regency inspectors. I have also heard strong rumours from some people in the know that the Transport

Department and Police have been told to put on more defects - I would ask whether this was just a revenue raising exercise. Nearly \$200 to take your bike into Regency for an inspection, way too expensive?

This is somewhat of a concern to us all as I am all for safe riding, better and safer roads and policing unsafe riders/drivers/hoons etc, but not for picking on one particular group in our community to raise revenue. I also spoke to someone in SAPOL hierarchy about the attitude towards bike riders and the need to expiate and defect rather than caution. He was diplomatic in his response, but basically alluded to the fact that there is no difference in writing up a caution to writing up an expiation notice, so rather than caution the decent folk who make small mistakes or commit trivial offences, they just hit them with a fine. (Naturally this isn't all SAPOL members – some do ride and sympathise with bike riders).

My concern also relates to the current attitude of police towards bike riders and how we aren't necessarily getting a fair shake. If you speed, ride like a hoon, do burnouts or break the law I expect the law to be enforced, but not to focus on bike riders over other road users.

I must admit to being a tad embarrassed at the whole issue as I consider myself to be always doing the 'right thing', and with my wife on the back she was dismayed at how we were treated. Decent road users who try and do the right thing deserve a fairer shake in my view. The officer in question didn't abuse me or do anything that I could complain of, it was just his attitude towards me as a motorcycle and Harley rider.

John W

(It sure sounds like more than an 'attitude'. Or is it an organisational 'attitude'? We would be keen to hear from anyone else who has been treated similarly. Ed)

NUDGE, NUDGE, WINK, WINK

Have you noticed on the highway down past Keith, it looks like the roads department is trialling motorcycle passing lanes. In sections of the road there is a lane about a metre wide between the north and southbound lanes just right for passing or filtering through heavy traffic. How considerate of them. Just what we would have recommended had we had been asked.

COMMUTING BY MOTORCYCLE

Impact analysis of an increased share of motorcycles in commuting traffic.

This study examined the effects of an increased share of motorcycles in commuting traffic. A modal shift from private cars towards motorcycles affects the propagation of traffic flows and traffic congestion. There will also be an impact on emissions from traffic.

The impact on traffic congestion was determined in a case study for the highway stretch between Leuven and Brussels. Traffic flows in the morning commute were simulated in detail. A modal shift towards motorcycles results in shorter queues that disappear sooner. Travel times are significantly shorter. When 10% of all private cars are replaced by motorcycles, total time losses for all vehicles decrease by 40%. The attraction of new traffic (due to improved circumstances) is taken into account in this case study.

When the case study results are extrapolated to the entire highway network in Belgium, total time savings for all vehicles would add up to 15,000 hours, which is equivalent to benefits of € 350.000 per day.

The impact of a modal shift on emissions was also determined for the case study Leuven-Brussels. New motorcycles emit fewer pollutants compared to average private cars (less NOX, NO2, PM2.5 en EC, but more VOC). They also emit less CO2. Total external emission costs of new motorcycles are more than 20% lower compared to average private cars. On the highway stretch Leuven-Brussels, total emission costs can be reduced by 6% when 10% of private cars are replaced by motorcycles.

ACEM



ROAD SAFETY REPORT

In September 2012, the motorcycle licensing discussion paper was released seeking feedback on the following six proposals aimed at reducing motorcyclist road trauma:

- A compulsory six-month period between the Basic and Advanced RiderSafe training courses.
- Requiring all licence holders endorsed to ride restricted power-to-weight ratio motorcycles (R-Date licence holders) to have zero blood alcohol concentration while riding.
- Introducing specific licensing and training requirements for riders of mopeds.
- Riders with a restricted power-to-weight ratio motorcycle licence endorsement (including mopeds) to be banned from carrying a pillion passenger.
- Requiring a car licence to be held for at least 12 months before being eligible to apply for a motorcycle learner's permit.
- Explore options for a Motorcycle Safety Fund dedicated to motorcycle safety initiatives to address high and disproportionate risks.

The State Government received 443 submissions in response to the discussion paper proposals.

Of the public submissions received:

- 71% supported a zero blood alcohol level for R-Date licence holders.
- 64% supported a pillion passenger ban for R-Date riders.
- 69% supported the introduction of training for moped (scooter) riders.
- 50% supported a mandatory six month period between the Basic and Advanced RiderSafe training courses.

The following two initiatives were not supported:

- 59% were not supportive of a requirement to hold a car licence for twelve months before being eligible to apply for a motorcycle learner's permit.
- 80% were not supportive of a fund that was dedicated to motorcycle safety projects based on a levy.

The Department of Planning, Transport and Infrastructure (DPTI) has briefed the key

motorcycle groups about the consultation outcomes and established a Motorcycle Reference Group to undertake further consultation before any decisions on motorcycle licensing are made by the Government.

The www.TowardsZeroTogether.sa.gov.au website also contains a motorcyclist fact sheet highlighting motorcycle road safety actions identified in the recently released *Road Safety Action Plan 2013 -16* including infrastructure investment, development and delivery of a refresher rider training course and motorcycle awareness communication campaign development.

At the first meeting of the newly-formed Motorcycle Reference Group on October 24, we received the very welcome news that just under \$1.6M in funds has been secured for motorcycle-specific safety initiatives over the period of the *SA Road Safety Action Plan 2013 –2016*, with around \$400k allocated to 2013–2014..

A comprehensive description and map of highest rated motorcycle crash sites was supplied and this will be the basis of where the funds will be spent. As expected, roads such as the Gorge, Cudlee Creek to Lobethal, Lobethal to Magill and Strathalbyn areas figure prominently. Also reported was the number of crashes involving impacts with roadside barriers.

Initial thoughts from the motorcycle delegates indicated that this spending was best concentrated on 'high risk area' warning signs, W-Beam barrier protection devices such as under-run extensions, the sealing of left-hand corners and entering gravel roads on highly motorcycle trafficked roads.

Motorcycle rider members of the Reference Group will in the very near future meet to view results from the Department's Hawkeye machine. This device patrols the carriageway in areas of interest using a multifaceted camera system recording all road surface defects including potholes, surface roughness, lane width and condition of line markings. From these observations, we hope to construct a list of priority sites for rehabilitation and possible infrastructure improvements on these pinpointed high crash risk areas.

At the time of writing we have suffered 10 motorcycle fatalities so far this year (with a corresponding decrease in serious accidents) compared to the total 2012 toll of 21 deaths. This is the second-lowest toll on record and comes when, alarmingly, other road users are experiencing a 15% increase in fatalities compared to 2012.

The number of licensed riders has increased approximately 6% in the past year indicating that now is the safest time ever to ride a motorcycle, with deaths down across all State jurisdictions. The RiderSafe facility is flat-out training new riders and there is a substantial waiting period to access this course.

The challenge now is to keep this safety impetus going.

Neville Gray MRASA Road Safety Officer

SMART ROAD BARRIERS

New barriers that can alert emergency services when there is a crash are being trialled on one of the state's most notorious roads. The wire rope technology, designed in South Australia, is expected to improve crash response times by sending an electronic message direct to the city's traffic management centre when a vehicle crashes into the barrier. The centre can immediately notify police and ambulance crews.

The technology has been installed on Victor Harbor Rd at Willunga Hill and will be trialled for a year at a cost of \$120,000. The system is being tested and will be officially switched on later this month. If successful, the government will consider rolling the technology out across the state.

The Transport Department has applied to patent the "world-first" technology. "The rope will detect when a vehicle has crashed into it, triggering an electronic alert to be sent to the Traffic Management Centre at Norwood," Road Safety Minister Michael O'Brien said.

"By knowing when a vehicle has hit the barrier, the Centre can immediately alert emergency services.

Continued on page 9

MRASA INC. ANNUAL GENERAL MEETING 2014 NOTICE

The Annual General Meeting of the MRASA Inc. will be held at 1.00 pm Sunday 16th of February 2014. Location: Prince Albert Hotel, 254 Wright Street Adelaide. 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 2014 - 2015 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
General Committee Representatives (number unspecified until the AGM)

At this meeting the auditor for the 2014-2015 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.

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.

Secretary MRASA

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

AROUND THE WORLD

While draconian anti-bikie laws in Queensland are allegedly turning people away from riding, a London road safety conference has found motorists would be safer if more people rode motorcycles. The conference is entitled: *'More Motorcycles Could Reduce Casualties'* and is based on the 2008 Organisation for Economic Co-operation and Development (OECD) report which recommended reducing casualties significantly by including motorcycles in mainstream transport policy.

The OECD report found European countries with low ownership of powered two-wheelers (PTWs) had proportionately higher rates of fatal accidents.

For example, the Netherlands has three times the number of PTWs per head of population than the UK yet riders are five times less likely to be killed. The highest rate of PTW ownership in Europe is in Greece at 33%, and yet the fatality rate is still proportionately nearly a third of the UK rate. Australian Motorcycle Council secretary Tony Ellis says the conference "bears out what some of us have been saying for years - get the transport strategy right and motorcycle safety follows naturally. The Poms have actually known this for years. The advent of the London Congestion Charge led to a significant increase in the use of powered two-wheelers in the Greater London area and was accompanied by a significant decrease in the percentage of motorcycle and scooter crashes. I can't see this gaining traction in this country however - the focus of many in the road safety industry (MUARC, CARRS-Q etc) and the bureaucracy has been on 'reducing exposure'(reducing the number of riders) so it would be a dramatic turnaround."

Jacques Compagne, the Secretary General of the Association of European Motorcycle Manufacturers, also told the conference that source data from the International Traffic Safety Data and Analysis Group IRTAD shows that when at least 10% of road traffic is made up of PTWs, safety outcomes for riders improve considerably.

<http://www.tmleuven.be/project/motorcyclesandcommuting/home.htm>

Delegates also heard about the Leuven Project study into a particularly congested route in

Belgium. It found that when 10% of car drivers swapped to motorcycles, congestion was reduced for all road users by 40%. When 25% of car drivers swapped, congestion was eliminated altogether.

Tony welcomed reference to the Leuven report. "There are two local citations in the Leuven report which makes it interesting that the authorities don't want to know – Professor Marcus Wigan's major work and my submission to the Victorian Congestion Inquiry some time back. "Neither of us has ever been asked about the report. It's something which has gone totally unremarked by road and traffic authorities in this country as well as by the general media."

British automotive insurer Equity Red Star also told the conference that motorcyclists are 23% safer behind the wheel of a car than non-motorcyclists. Their study of 200 million policies from 2007-2012, compared claims of car drivers with claims from car users who also have an insured motorcycle.

The conference was organised by the Motorcycle Industry Association and the Association of Chief Police Officers, in partnership with the Department for Transport.

Thanks to Mark Hinchliffe for this article. Ed

Smart Road Barriers continued from page 8

"This will help to improve response times to crashes, rather than waiting for the police, the public or someone involved in a crash to report the accident."

The technology also allows technicians to monitor the tension of the wires.

"If there is a loosening or an impact to the wire ropes, the Traffic Management Centre is alerted and is able to dispatch a work crew to fix the barrier if required," Mr O'Brien said.

ROAD SAFETY SIGNS FROM INDIA

Darling I love you, but not so fast!

On my curve, check your nerve.

Drive on horse power, not rum power.

“YOU’RE ALL OVER THE ROAD!”

I quite often get this retort when I ride with my fellow bikers. Allow me to explain.

The best place to ride on a carriageway is in the right-hand wheel path and for good reasons. It gives me a wide escape route both left and right when something goes wrong, such as dodging a stray animal on the road or suffering a tyre blowout. I would rather have to emergency brake on bitumen than on dirt or grass! It is also the smoothest place to ride, the left-lane being the roughest as it is closest to the pavement edge.

There are some exceptions to my ‘right wheel path’ plan. When approaching a crest, I veer over to the left wheel path as I never know what is about to come over the hill towards me. I also go to the left when any vehicle approaches – passing a large truck with my right elbow a metre away with a combined closing speed of 220 kph is just scary and you never know what the other roads user’s state of mind is so I need to be as far away as I can when they pass.

The other exception is during wet weather, when the centre of the lane is my preferred place to be. As the pavement wears down with time, the wheel paths are subject to subsidence caused by the vertical forces of heavy trucks and this is where water will pond causing possible aquaplaning. The middle is not subject to these forces and therefore has a coarser aggregate texture depth – you can easily see this when riding along. The centre wheel path is therefore drier and will dry out more quickly.

Of course, when riding in groups this way it virtually eliminates the possibility of riding in staggered file formation, of which I am not a huge fan. I like to ride obeying the 3-second rule. That is keeping at least 3 seconds away from the bike in front of me, which allows plenty of time to take evasive action when something goes wrong. The 3-second rule is independent of speed. When staggered riding is practiced, the 3-second rule becomes the 1.5-second rule as really you are only riding 3 seconds directly behind the rider in front.

On corners all this theory goes pear-shaped when bikes come together as each rider changes their position in the lane to safely negotiate the corner. The other problem with staggered riding

formation is when a fellow geriatric Casey Stoner wannabe blasts past and pulls in front, thereby destroying the staggered pattern system that has been carefully set up by the majority of the riders.

The MRASA however, has a policy that it never instructs members how to ride. Ride Leaders assume that each rider has a valid licence, has been instructed in road-craft practices and needs no reminding of the road rules. The above explanation is purely the way I prefer to ride, honed from many years of crash-free riding especially when riding in groups – touch wood!

One possible extension of the way I prefer to ride is when on long trips with each rider practicing the above techniques of ‘riding all over the road’. If all riders in the group did this but someone ‘forgot’ and maintained a constant position, then quite possibly that rider is starting to suffer fatigue and maybe it is time to pull over and take a break. It is like a little game that we can play that maybe could save a fatigue-related crash from happening, especially on the longer trips.

So far this year to date South Australia has had 9 motorcycle fatalities, which is down on this time last year. Let’s keep the trend going by constantly thinking as we ride.

The roadcraft we practice and where we place our bikes within the lane is a good start to this process.

So there you have it – I am not drunk or reckless as I veer all over the lane but just practicing my chosen roadcraft techniques.

Ride Safer
Neville Gray #3394

TOUGHER FINES FOR WA?

An independent Committee of Review has recommended to the WA government that the state adopt a tougher stance towards breaches of the road rules, particularly speeding. A move emulating the level of fines and enforcement currently managed in Victoria is being recommended. It is being claimed that if the recommendations had been in force in 2012 up to 63 lives could have been saved. WA, in spite of road deaths being reduced by 20% since 2008, still has the worst death rate for motorists in Australia.

NO BRAINER – BIKING WITHOUT A HELMET

Feel the wind in your hair; bill the taxpayers for your injuries

Staff at the Madonna Rehabilitation Hospital in Lincoln, Nebraska, can sometimes guess the home state of the motorcyclists they treat. Nebraska obliges all riders to wear helmets; neighbouring Iowa, Kansas and South Dakota do not. The helmetless are distinctive, says Dr. Lori Terryberry-Spohr: they suffer “diffuse” internal bleeding and cell death across large areas. Such patients typically run up \$1.3m in direct medical costs.

Fewer than a third work again. A study of helmet shunning bikers admitted to one large hospital, cited by the Centres for Disease Control (CDC), found that taxpayers paid for 63% of their care.

During the 2013 legislative session, 19 bills were introduced in 11 states to repeal all-rider helmet laws. None passed. Appeals to thrift can take some of the credit. For years, helmet advocates stressed human suffering when giving evidence to state legislatures. Now they also stress costs to taxpayers. Libertarians often demand: “Let those who ride decide,” says Jacqueline Gillan, who heads Advocates for Highway and Auto Safety, an insurer-funded lobby group. Her retort is, “Let those who pay have a say.”

When states repeal or weaken motorcycle-helmet laws, as dozens have, fatalities rise and head injury hospitalisations soar. Biker deaths rose 18% after Michigan repealed its all-rider helmet law in 2012. A rule obliges unhelmeted Michigan riders to carry at least \$20,000 in medical-payments coverage. That does not even cover initial stabilisation in intensive care after a nasty crash.

Helmet-haters claim that increased deaths merely reflect a jump in miles ridden after laws are repealed, as bikers enjoy wind in their hair. Not so. Some studies measure death rates by motorcycle-miles travelled: deaths-per-mile rose 25% when Texas scrapped helmets, for instance. In Washington, Tom Petri, the Republican Chairman of the House of Representatives committee that oversees highways, wants the CDC to stop researching motorcycle safety. The

agency seems to have “an anti-motorcycle agenda”, he growls. Asked about accidents involving the helmetless, he says, “I don’t think there’s a clear correlation.”

Earlier this year Dave Bloomfield, a Republican state senator in Nebraska, sponsored an abortive bid to make helmets optional for adults. “We don’t know that there will be more deaths,” he argues, before offering an anecdote about a biker who took a three-state detour to avoid riding through Nebraska in a helmet, depriving the state of his spending on food and fuel. Mr Bloomfield will try again in 2014. Asked directly, he concedes that personally- he thinks it “silly” to ride a motorcycle without a helmet on the highway. “But governments shouldn’t tell people what to do,” he says. How about taxpayers?

Courtesy of the Economist Nov 16th 2013

This article is interesting as a follow-up to an article in the September issue of CS about Sikhs demanding religious exemptions for wearing helmets. In the USA, arguments against wearing helmets have in the past centred on human rights, individual freedoms and government control. These arguments may finally pale into insignificance when countered with the final question of “Who’s paying?” We should watch developments here as we may have to consider them in our country in the future.

NEXT BLOOD RUN
Saturday February 15 2014
Departs 9am for the Grenfell St Blood Bank
from
Sefton Plaza Shopping Centre, Sefton Park,
cnr Main North and Regency Roads,
outside Target
If you’ve never given blood, then think about it.
If you have, then bring a friend.

OLD BIKERS NEVER DIE....

- They just add another wheel.
- They just recycle.
- They just rust out.
- They just can’t get off.
- They just tell better stories.

Got one to share?

TOY RUN REPORT

Work on the Toy Run is almost complete and what is not done by Friday won't get done because once Saturday is here everyone is flat out getting things ready for Sunday. I want to thank the members of the Toy Run Committee who have spent many hours and sacrificed a lot of personal time including giving up going on rides to make sure that the day will be a good one.

Thanks also to Cathy and Ebi Lux for making their home available for meetings and providing great meals – essential for the energy needed to get the Toy Run underway. *(That and some good wine help to make sure that meetings run smoothly – and overtime. Ed)*

I also want to remind you that the Toy Run is not free or cheap. It costs a lot to put on and we depend on sponsorship of all kinds to keep the event running. The MRA couldn't afford to fund the event or run it at a loss every year if it didn't have sponsorship. We depend on cash grants, such as we get from our major sponsors, and also on a lot of businesses that donate their services or give us substantial discounts on their goods and services.

For example, the people from **First Care Medical** provide the ambulances and professional medical and first-aid staff at Victoria Park and Callington at no charge to the MRA. They may only ever hand out sunscreen and bandaids, but they are there in case of an emergency and you can be sure if that happens you will get the best of care.

Steve from **Viking Rentals** provides the dunnies for the day with a considerable discount, so think of that next time you go to spend a penny. **Startrack** provides the truck and drivers to run our equipment around on the weekend. They have also provided us with space at their premises for our container that holds all our stock and equipment. The transport company **TOLL** provides the pantechs which make up the stage. Every year they take them off the road for the week before the Toy Run just to make sure that we have them for the band, and they provide the drivers to deliver them and pick them up. The bands that play on the day play for expenses only. The **Xtreme Trials Show** is provided at a discount as is the security provided by **B & C Security**.

Every year we put up signs on Wakefield St adjacent to Victoria Park to let people know that the Toy Run is coming. Last year we went back to take down our signs and they were gone – the signs and the star pickets to which they were attached. Some lousy #&^%\$)& had stolen them. The signs cost us around \$800 to get made, so we were now out that much. I want to send a big thank you to **Vale Signs** at

O'Sullivan's Beach which replaced them for us at a minimal cost. They also provided the sponsors board that you will see at the entrance to the main oval at no cost. The **SA Motorsport Board** provides assistance with the setup at Victoria Park at no charge and the **Adelaide City Council** helps us out with the hire charge for Victoria Park for the morning.

Our other major sponsors are the **Motor Accident Commission (MAC)**, the **Hutt Street Precinct**, **The District Council of Mount Barker**, **Ideal Shoe Repairs** and **Shannons Insurance**.

So if you ever need the services of the kind that our sponsors provide, I encourage you to give them a call and let them know that you appreciate their support of the Toy Run by giving them some business.

There is a lot of information about the setup of the Toy Run on the Toy Run page of the MRASA website www.mrasa.asn.au/toyrun.shtml so keep up to date by visiting the page.

In brief – we have a great track into the bike parking oval; you will be able to prepay your Callington Oval entrance fee at Victoria Park and buy a Toy Run badge (\$8 MRASA members, \$10 non-members) there too; there will be a Drop and Go point near the bike parking oval to drop off your toys and where you can also buy a badge if you choose not to join in the festivities with us on the oval; MRASA members get in at no charge – just show your membership card at the Members' entrance. If you aren't a member and join up on the day you will get your entrance fee refunded.

If you haven't volunteered to be a marshal and want to help out, this is a great way to help make the day go smoothly and have a great day as well – we always need more marshals. Call Cathy on 0408 553 380.

See you there and have a great day.

Harald Lindemann Toy Run Coordinator 2013

SAMRATS SUNDAY RIDES

Calendar 2013

Dec	Sun 8	MRA Toy Run – Callington – Meet Victoria Park Clipsal Track 8.30am to 9.30am Depart 11am for Callington Oval
Dec	Sun 15	Cape Jervis Southern Circle – Meet at Crafers Deli 9.30am – Depart 10am - Ken
Dec	Sun 22	Burra – Meet BP Caltex Bolivar 9.30am – Depart 10am - Ian
Dec	Sun 29	Mystery Ride – Meet Civic Park Modbury 9am – Depart 9.30am - Jim

Due to weather or other events runs may be adjusted.
For more information Phone Ken 0401 866 037

NIGHT RIDE**Harald Lindemann**

I hadn't ridden the Great Ocean Road for many years and was itching to do it again, so I thought I would do the road and visit a few friends at the end of it in Melbourne, Gosford and Canberra. As the fates would have it, 140kph winds forecast for the South Coast put the kibosh on that idea and I had to do it the other way around, approaching Canberra by way of Mildura etc.

Everything was fine until I turned south after Mildura with the wind picking up and the sky turning grey. I also noticed a lot of fallen trees and some with major limbs torn off. Clearly the storms from the coast had come a long way inland and they weren't finished yet. I got caught in a downpour with nowhere to stop. The fairing on the R100RT kept most of the rain off me as long as I kept moving. If I had stopped to put on my wetties then I would have got wet – soaked. So I rode on in hope. “This won't last much longer.” But it did. I was just starting to get that cold damp feeling in my crotch when I spotted a country servo with shelter so I waited out the rest of the storm there. This was just in the nick of time, not just for my crotch because the rain was getting heavier and the wind was getting stronger so that visibility was getting pretty poor.

After the rain got to a much more reasonable level I moved on, dry inside my wet-weather gear. As I was going along I noticed a cloud at road level a couple of kays ahead of me. I couldn't figure it out. It stayed just so far ahead of me that I couldn't really make it out properly. So I sped up a bit and it wasn't until I got to within about 500 metres of it that it became apparent what I was seeing. There was so much water on the road that the truck was spraying it into the air and obscuring it. I couldn't get to within much more than 200 metres because after that it was like riding in heavy rain. Minimal visibility again.

I had planned on riding the Alpine Highway to Cooma but before I even got to Corryong I saw a

sign that said “Alpine Highway closed by snow. Corryong open. Come on in”. Well, that was no good to me as I wanted to get over the mountains so I tried the Kosciusko Highway through Kiama. I had been warned that it was slippery with snow on the road, but by the afternoon most of it had melted and I only got rained and hailed on.

The rest of the trip was great. Great weather and great riding. I got to Canberra, Orbost and Melbourne and rode the GOR. It was a weekday so the traffic was light, there were no roadworks and no-one did anything stupid. I thought that I would stop in Mt Gambier and maybe catch up with my mate Crazi but the ride through the Otways was really slow with slow vehicles and campervans that would not pull over for me so by the time I got to Warrnambool it was already getting dark and overcast. The forecast was for rain the next day so as I didn't feel like spending a day riding in the rain, I pushed on for home.

Night riding. I had forgotten how much I enjoy it. The temperature was down to about 10 degrees C so the motor was running cool. The oil doesn't get so hot so the engine runs quieter and smoother. I had topped up with oil in Warrnambool so the engine just purred along.

As it slowly gets dark you move from being part of the landscape to existing in the cone of light thrown out by your headlight. All you can see on either side of you are the fringes of the road – the grass and bushes, occasional junctions and signposts. The ribbon of road is highlighted by reflectors on roadside posts disappearing and reappearing as the road bends, dips and rises. The darkness and the trees form a canopy over you as you hurtle forward, constantly challenging the darkness in front of you, the light seemingly devouring it as your speed devours the kilometres.

Occasional bright sparks that you recognise as the eyes of small animals fix on you as you pass, but you haven't time for them – the darkness beckons.



Faint lights ahead and to the side remind you that you are not alone but they belong to those others, who are content to sit in their warm controlled environments being entertained by flickering images while you race through the night, challenging the nocturnal time and yourself.

Occasional lights of other vehicles interrupt your course and you turn your eyes away from their glare so you don't become night-blind. They are not your concern, they're heading away. It's the semis coming up from behind wanting to pass that could be a problem, but the road is wide and there is room for more than one vehicle. When the road becomes steep and they slow down you will pass them. It becomes like a dance, comrades of the night on the road together.

As you get closer to towns their lights drive the magic away and you have to slow down to more regular speeds. The odometer tells you that it's time to pull over for fuel. Time to take a rest and have a cup of coffee, to recharge for the next leg and to reflect on the journey.

Reflect on the bugs. They were so thick that I had to scrape them off my visor and headlight a few times. All the bugs in SA were just waiting to commit suicide by bike that night I think.

I arrived home from Melbourne after 14 hours in the saddle. I was a bit stiff, but what a great ride!

Epilogue:

*The Road goes ever on and on
Down from the door where it began.
Now far ahead the Road has gone,
And I must follow, if I can ...
(JRR Tolkien, The Fellowship of the Ring)*

RAGE AGAINST RIDERS

No, not you! I'm talking about drivers who dislike motorcycles for some reason. Maybe their mothers were frightened by a bikie before birth. Maybe they are just jealous of our freedom, especially in the traffic, or maybe they just believe in the stereotype.

I was riding to work recently, heading up Shepherd's Hill Road, near where it joins Sturt Road. It gets a bit tricky there sometimes as the traffic coming up Sturt Road can be a bit unforgiving, especially when you need to get over

to the right to do a right-hand-turn into the back of Flinders Uni. So I always have a good long look behind on my right before I move over. This particular day I could only see one vehicle and it was still only halfway up the hill so I had plenty of time to move over. Or so I thought.

Halfway across the road I looked again and there it was charging towards me probably doing about 120kph uphill and not looking like it was going to slow down for anything. I was committed to the manoeuvre so I just gassed it a bit to make the right-turn cutout safely and as it passed me it deliberately moved over the white line into my lane crowding me. And then it was gone.

This was deliberate intimidation. Much closer and with some bad judgment he could have pushed me into the oncoming traffic. I said some choice words in my helmet and got on with my day. Recounting my experience to some friends later I found that this was not an uncommon experience. Some drivers simply do not like motorcyclists and will go out of their way to show it.

When lane filtering, there are those drivers who will deliberately position their vehicle so that you can't get past, or if you show that you want to get into their lane by positioning your bike in such a way that your intention is obvious, simply ignore you and push past. Then there are the drivers who race you off at the lights when you come up in the filter lane just to stop you from getting in front of them.

These drivers all show a lack of consideration for other road users and have acted in a way that could potentially be dangerous for the motorcyclist. It doesn't matter if the rider was making a legal manoeuvre or not – they should be taken to task for it. There is a police number that you can ring to report dangerous drivers.

(131 444) They will visit them to discuss their road behaviour. It's not dobbing. It's helping to protect the next rider whom they terrorise and to whom they may cause an injury if they have not been given a wake-up call.

If I had had the presence of mind and was quick enough I would have taken his number, but I wasn't, so he got away with it and probably thought himself very clever for it.. Next time though ...

Harald Lindemann

SNOWY MOUNTAINS TRIP Ron Bauer

A few months ago Andrew Hardy and Maria Gardner suggested a motorcycle tour of the Snowy Mountains and the Grampians should take place and went about letting the word out about their intended tour. Invites were offered and the following riders accepted Andy and Maria's invitation:

Ken King on his Kawasaki Vulcan;

Alastair Black on his new KTM;

Marcus and Denise Smith (pillion) on their Suzuki V-Strom;

Ron and Wendy Bauer (pillion) on their GTR Kawasaki,

Ron and Jackie Weaver (pillion) on their Suzuki V-Strom. and

Andrew Hardy on his Hayabusa.

Day 1 – Friday, 8 November 2013 - Tailem Bend to Swan Hill (419kms)

Most of us met at Crafers around 6.30am on a dreary wet Friday morning and headed off to meet up with Marcus, Denise and Alastair at Tailem Bend. By the time we reached Tailem Bend the weather had started to look more favourable. We all topped up with fuel and headed off to our first night's destination of Swan Hill, with Pinnaroo being our first stop for breakfast. We left Pinnaroo and headed off towards Ouyen. Our first bit of adventure commenced when Andy took a right turn heading towards Bendigo instead of taking the road to Manangatang. Ron and Wendy were bringing up the rear when Ron spotted something flying out of Marcus and Denise's side luggage pannier. They stopped to pick up the contents. By this time the group was heading back towards Ron and Wendy when Andy realised he had taken a wrong turn. We arrived at the Swan Hill Motor Inn around lunchtime and settled in for a few drinks with the motel owner, Peter. Peter provided us all with complimentary drinks and then offered us \$1.50 beer, wine and spirits thereafter. Peter was a great host and even offered to drive us into town to the local RSL Club to have dinner. If you ever decide to spend a night at Swan Hill this author recommends you stay at the Swan Hill Motor Inn on Campbell St, Swan Hill. Peter and his wife are great hosts.

Day 2 – Saturday, 9 November 2013, Swan Hill to Mt Evelyn (417kms)

We headed off towards Kerang at 8am. We were greeted with an early morning police breath-test station in the middle of the street in Kerang. We were all spared breath testing by the lovely female police

officer ☺. We then headed off through the lovely town of Cohuna and stopped for breakfast at Echuca. We left Echuca and headed off down the highway with Andy leading the way when out of the blue (as it always seems to be the case) a police highway patrol determined that we were exceeding the speed limit of 100kmh and decided to chase us down. The police officer proceeded to stop Ron and Jackie. This was an interesting ploy by the local highway patrolman given Andy was leading the procession and Ron and Jackie were the second or third bike in the group. The police officer was very kind to Ron and Jackie and gave them a warning to slow down and asked Ron to convey that message to the rest of us. We stopped at Kinglake for afternoon coffee, admiring the rejuvenation of the forest which was devastated by bushfires in May 2012. We then headed off through the twisting Kinglake-to-Healesville road and arrived at our accommodation at Mt Evelyn late in the afternoon.



Day 3 – Sunday, 10 November 2013, Mt Evelyn to Mt Beauty (380kms)

Linking the Yarra Valley with the mountain areas around Marysville is the road known as the Black Spur Drive, which passes between Healesville with Narbethong on the Maroondah Highway. Famous for its heady scenery of spectacular tall forests, the Black Spur winds its way up

the Great Dividing Range. Flip open your helmet visor and savour the fragrance of the Australian bush as you pass through the forest. The ride is bordered by immense mountain ash trees that allow dappled sunlight to make its way down to the cool, lush understory of green ferns. At the base of the Black Spur you will find Fernshaw picnic area with rest facilities.

We stopped for breakfast in Marysville. We then proceeded to Bonnie Doon and yes, we stopped to feel the serenity. Next stop was for fuel at Myrtleford then lunch at Bright. The Tawonga Gap ride is a splendid motorcycling experience and should not be missed if you are riding in Victoria. Coming from Bright, you will first be on an open, fast section of road. As this ascends the mountain flank it becomes tighter and you will encounter a long series of extremely enjoyable sweeping curves. Since there is very good visibility and fairly light traffic, as well as many places where you can overtake, other motorists will not be a problem. There are also two lookouts where you can stop and enjoy the landscape spread out below you – one at the summit, and a second at the mid-point of the descent to Mount Beauty. There are no intersections or crossroads along this ride, allowing you to relax and focus on the road itself.

To be continued March Centrestand

QLD ANTI-RIDER UPDATE

“They who would give up essential Liberty, to purchase a little temporary Safety, deserve neither Liberty nor Safety” Benjamin Franklin in a speech to the Pennsylvania Congress, 1755.

A host of individuals have organised "Freedom Rides" across the country (Dec 1). The Brisbane ride uses the same name as MRAQ's event that took place 21 November. The Melbourne event is being co-organised by a number of people including DC and Dale Maggs from the Independent Riders Group. They plan to promote the AMC Fighting Fund at the Melbourne event, and I have to give them credit for that.

There are a number of positives and negatives about these events. The Victorian Motorcycle Council has provided a great summary of the situation on their Facebook page, and with permission I reproduce a shortened version here for those who haven't seen it:

“On December 1st, riders are being asked to join in a "freedom ride" as a show of support against the anti-association laws of Queensland and against such laws spreading throughout the nation. Have you heard about it? Are you planning to attend? Make no mistake, these anti association laws are contrary to all that's right and prudent in developing good legislation. Guilt by association, no presumption of innocence before guilt, the stripping away of basic rights.

“Read this if you haven't already: <http://www.guestlawyers.com.au/index.php/blog/are-you-a-vicious-lawless-association.html>

As the QLD laws currently stand, it is NOT a court that decides whether there's sufficient evidence to judge a group's intent – such as is the case currently in Victoria – it is a single ***politician***. This is an ENTIRELY POLITICAL process reflecting the political whims of the party in power. If nothing else, these laws should be protested by right-thinking people for this reason alone. The judiciary, civil liberty groups and eminent people have come out against these laws, and rightly so. If you have the time, have a read of this article from the Guardian that lays out the cynical situation in plain English:

<http://www.theguardian.com/world/2013/nov/07/bike-laws-first-bandido-brawl-now-qld-premier-battling-judiciary>

“The awareness ride on Dec 1st has polarised riders, even riders on the same side who agree that the laws

are atrocious and should be repealed. There are definitely pros and cons about the freedom ride and it has the potential to do the cause against these repressive laws a lot of harm, possibly even provide ammunition for legislative changes here in Victoria.

“If you're motivated enough to go on the ride, also be motivated enough to send Victoria's Police Minister, the Attorney General and the Governor General an email/letter/call to voice your concerns about such laws being entertained in Victoria.”

With the event in Hobart, I have had a number of individuals ask me over the past three weeks if I will be attending. I was also pressed on this point a couple of days ago by a journalist from Launceston's Examiner newspaper, so I have made a call. I will be attending the event in Hobart on Sunday, and I will be speaking. I intend to simply reinforce what I have said in the past six weeks – that we are concerned about the impact of these laws on all riders, adding that we do not support the "ride register" idea of Queensland Police.

As a public figure in motorcycle advocacy in Australia, I have decided to stand alongside the individuals who have made the effort to organise these rides, and to hopefully put a reasonable and balanced point of view across.

I have been asked to attend by a number of riders in Hobart whom I have known for a long time. This includes at least one member of a proscribed organisation – a friend I have known for almost 30 years. If I were to be with him and one other member of his club in Queensland I could be arrested. And that's something I find abhorrent about these laws.

I realise there will be some within the wider motorcycle community who will not agree with the decision I have made, but at the end of the day it's the call I've made and I'll stand by it. What I couldn't do is not attend the event in Hobart with a number of my riding friends, and not address the event as a leader of our community.

As to what happens in other states, the AMC executive is very much leaving it up to each organisation to decide what they want to do. I realise that circumstances and the situations may vary from state to state. With these events happening across the country, it is inevitable that the AMC will be asked to comment given the media presence we've had in the past five or six weeks, and I am happy to do this nationally.

Shaun Lennard Chairman AMC

Unfortunately the two websites quoted above are not currently responding – maybe later. Ed

FIRST CARE MEDICAL (Advertorial)

Once again FIRST CARE MEDICAL is pleased to have the opportunity to volunteer event medical coverage for the Annual MRA **Toy Run** in 2013. The staff of First Care Medical considers it a privilege to be a part of what has become an institution in South Australia, and look forward to this association for many years to come.

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 150 staff.

FIRST CARE MEDICAL believes 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.

First Aid Training For Motorcyclists

Would you know what to do if your riding buddy was involved in a serious accident or you came across another injured rider? The key issues are calling for help and providing skilled first-aid to the injured party/ies. Skilled first-aid requires adherence to the Universal DRSABC system:

- Danger** - is it safe to approach the patient?
Response - is the patient responsive?
Send for help - preferably get someone else to call 000 or 112 if you have no signal
Airway - is the patient's airway clear?
Breathing - are they?
Circulation - do they have a pulse?

Are there sites of profuse bleeding requiring direct pressure?

Helmets

Helmets should not be removed unless the patient is able to comfortably do it themselves or it is necessary to perform lifesaving interventions such as expired air resuscitation or to clear their airway.

Removal of helmets

If removal is absolutely necessary it should ideally be done by two people, and needs to be done in a controlled and precise fashion to protect the neck and spine!

First Care Medical delivers a flexible first-aid training package, including a fully supported online theory component and a "hands-on" practical component for each course. This training can include specific information and techniques for motorcycle riders and would ideally be taught to a group of riders. 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 2014.

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

P: 1300 799 325 (24 hours)

F: 1300 799 375

E: info@firstcaremedical.com.au

I: www.firstcaremedical.com.au

(At the Toy Run you will be able to see the First Care Medical ambulances and staff on the northern end of Victoria Park and at Callington Oval at the southern end of the oval near the MRA tent. They will also be following the ride from Victoria Park to Callington. .Ed)

“A wise saying will preserve your memory forever.”

Anonymous

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
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 0417 713 523	10 Deacon Ave Richmond 3 Cranbourne St Elizabeth Park
Ken Oath Leather Goods	10% parts and accessories	8261 9955	320 North East Rd Klemzig
Kessner Suzuki	Discount on request	8562 4725	33 Railway Tce Nuriootpa
Motorcycle Parts & Gear	Discount on request	8371 4448	855 South Rd Clarence Gdns
Motorcycle Revolutions	Discount on request	8359 4449	494 Main North Rd Blair Athol
Pro Street Cycles	Ring for a quote	0392 462 761	
QBE Insurance	Ring for a price	8277 0311	8 Coongie Ave Edwardstown
Redline Exhausts	Ring for a quote	13 46 46	
Shannons Insurance	10% on genuine parts & acc	8552 3601	14 Adelaide Rd Victor Harbor
Victor Motorcycles	10% bring the advert	8374 3884	40 Furness Ave Edwardstown
Walden Miller Clothing	Discount on request	8260 9200	420 Main North Rd Blair Athol
Yamaha Pitmans	Discount on request, 5% tyres, 10% services	8340 1970	115 Regency Rd Croydon Pk
Yamaha Retro Spares	Discount on request	8297 0622	845 South Rd Clarence Gdns
Yamaha World			

ROAD HAZARDS FREECALL NUMBER : 1800 018 313**Useful Links**

Metro and Country Roadworks from Transport SA. http://www.transport.sa.gov.au/quicklinks/metro_country_roadworks.asp

Outback Roads Temporary Closures, Restrictions and Warnings Report from Transport SA website.

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

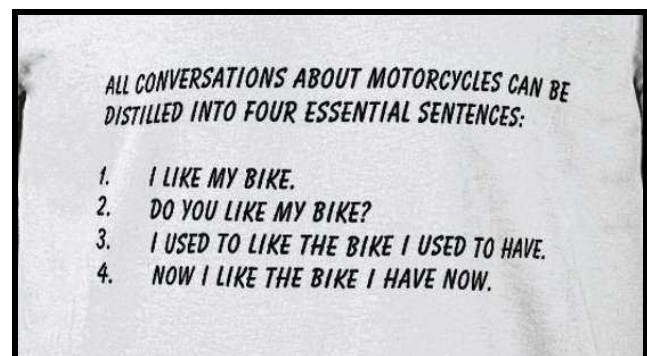
Road Safety <http://www.dpti.sa.gov.au/roadsafety/home> home page from Department of Planning, Transport and Infrastructure.

(DPTI)Road Crash Reports by vehicle type from DPTI.

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

Road Statistics from SAPOL. http://www.sapolice.sa.gov.au/sapol/road_safety/road_statistics.jsp

Road Crash Statistics from Australian Transport Safety Bureau.



MRA COMMITTEE

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 Register Liaison – Cathy Lux 0408 853 380
 SAMRATS Coordinator – Ken King 0401 866 037
 Toy Run Coordinator – Harald Lindemann 0421 289 714
 SA Scooter Club Coordinator – Phil Creer 0419 842 836
 4Bs Coordinator – Phil McClelland 0408 607 788
 Webmaster – Graeme Rawlins 0419 832 384
 Public Officer – Peter Mount 0414 399 000

Mid - North Register Committee

President - Stuart 'Toot' Bunnett (08) 8636 2689
 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 159 862
 Vice-President – Frank Koennecke 0427 651 030
 Secretary – Ellen Koennecke 0429 065 103
 Email: koennecke@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 Member: 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, 2nd cardholder name _____

Member of: Mid North South East Register

Other Clubs? Details: _____

Do not send Association magazine

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

Date ____ / ____ / 201____ Signature _____

MEMBERSHIP FEES: CIRCLE ONE

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

Payment by: Cheque Money Order or debit my Visa MasterCard

- - -

Amount \$ _____ - 00 Expiry date ____ / ____

Name as printed on card _____

Signature _____

TOY RUN SPONSORS PAGE

