

CENTRESTAND

June 2014



THIS ISSUE

VALE JANICE

SUPER DISABILITY BENEFITS

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POETRY - BLUE COPPIN

TRAILER TALK PT.2

MRG UPDATE

NEW P-PLATE RULES

Let those who ride decide



M.R.A.
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COVER PIC: Janice Wilkins on her 2008 Yamaha 650 V-Star: photo by Simon Dutton

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EDITORIAL

Harald Lindemann

Faster, like bigger, isn’t always better. Oh sure, you say, “Twist the throttle, put your foot down! What’s not to like?” Well you might have a point, but only up to a point. You see, sometimes it can work against you. Something like having too much of a good thing.

As a way of illustration, I have a story. I travel every day from Gepps Cross to Flinders Uni to work. I take the same route: Churchill Road, Park Terrace, Port Road, and South Road. I leave about the same time every day. The trip takes about 40 minutes, enough time to make my point.

Usually somewhere early during the trip I am joined by a rider on a bright blue Ducati sportster, the kind that looks fast standing still. I usually notice him as he dashes past. He ducks and weaves through the traffic, lane-splits and uses the bicycle lane in a never-ending quest to get in front of the traffic. He tears off at the lights, exhaust roaring – “My road, my road, my road.” I just follow with the traffic, mostly at street legal speeds. Moving along at the local traffic pace is safer than travelling slower or faster, regardless of the speed limit. Each has its own inherent risks.

The thing is, I invariably catch up with him one or two sets of lights later. Most of the time I see him in the distance, so he is never more that 30-60 seconds in front of me. Sometimes I lose him due to the light sequences, but I tend to catch up and there he is still dashing through the traffic, trying to get to the front. Sometimes I even pass him! One morning he was going so fast that I passed him three times!

He does a left at the lights at Castle Plaza and I always look for him as I go past and often see him waiting for the lights to change.

For all his dashing and diving, he is actually going no faster than I am. He is using more fuel, causing more wear on his bike – engine, brakes, tyres etc, and taking more risks than is necessary in peak hour traffic, and the irony is that while you may try, you will never get to the front, because there is no front. The road is no racetrack. There are no winners. Think about it.

Ride Safe, Harald

(Note: the make and colour of the bike in the story have been changed to protect the guilty.)

SUPERANNUATION DISABILITY BENEFITS

By John Berrill Maurice Blackburn Lawyers

MOTORCYCLE RIDERS & SUPER

Motorcycle riders who are unfortunately injured in motorcycle accidents may not get much compensation from the South Australian motor accident compensation scheme. If it's not the fault of another road user or if it's a single vehicle accident, you may not get any compensation.

However, one way you might be eligible for disability benefits is through your employment superannuation. This can include lump sums and pensions if you can't work. You will even be able to claim super if you do get Common Law damages.

WHO IS ELIGIBLE?

Most super funds include disability benefits. They are usually lump sums for your account balance plus extra insurance benefits for:

- Total and Permanent Disability (TPD).
- Income protection, or
- Terminal illness.

People with disabilities include people:

- On Disability Support Pensions or New Start sickness benefits;
- On worker's compensation, motor vehicle compensation or with common law claims;
- With non-compensatable injuries/sicknesses

They may be eligible for super disability benefits.

TPD

A TPD benefit is usually a lump sum paid if you are off work for six months and then assessed as being permanently unfit for your usual job or other suitable work given your education, training or experience.

You don't have to be unfit for any work – only suitable work; for example, if you have a bad back and you have only ever worked in manual work, you will only have to show you can't do manual work again to be eligible – it won't matter if you could do office work if you haven't done that type of work before.

It usually won't matter if you can do part-time work and you take into account all your health problems, not just work related injuries, or injuries/sicknesses you had after you joined the super fund.

INCOME PROTECTION

Many super funds include monthly benefits if you can't do your usual job for at least sixty or ninety days. The payments can be a set monthly amount or up to 75% of your wage plus super contributions. They are

payable for two years or may be up to age 65. Most payments are reduced if you get WorkCover weekly payments or Centrelink, and under some (but not many) policies, payments stop if your job finishes or you are paid compensation.

TERMINAL ILLNESS

If you have less than twelve months to live, you can access all your super immediately, tax free. You may also be able to claim a terminal illness insurance benefit which is usually the same as the death insurance benefit. To be eligible you need two doctors' certificates (one a treating specialist) stating that you have less than 12 months to live.

MULTIPLE CLAIMS

You can have two or more lump sum claims. You can also usually claim a lump sum and monthly payments. However, monthly payments will usually be reduced by other insurance monthly payments. If you have old or inactive super funds, you might still have TPD or income protection insurance cover in addition to the insurance cover under your current super fund. It is really important to check your super before you close off or roll-over your super so you don't lose any insurance.

INSURANCE DISABILITY BENEFITS

Many Union members will also have disability benefits from employment insurance schemes (e.g. the VISY EBA scheme). The benefits might be income protection for two years, a TPD lump sum or trauma lump sums for specific medical conditions (e.g. cancer or heart attacks). These benefits are usually in addition to any superannuation disability benefits.

CLAIMS AND APPEALS

To lodge a claim with a super fund or insurance company for a disability benefit you will have to fill in claim forms, sign authorities, get medical statements or reports and make written submissions. If your claim is rejected or you are mucked around, you can appeal to an Ombudsman, Tribunal or Court. Time limits apply.

HELP

It is really important to check what super you have and the disability benefits you can claim.

Motorcycle Riders' Association of South Australia, their family and friends can get free legal advice by calling Maurice Blackburn on 1800 03 11 24.

Steps

- . Check for all your super funds.
- . Check your insurance cover.
- . Consider making claims.
- . Get advice.

WIRE ROPE – A BARRIER TO SAFETY by Liv Andersen

As we have said right from the beginning when wire rope barriers were installed on main roads, they would cause serious injuries to motorcyclists if they came in contact with them. They are mainly on the straight arterial roads, not in the Hills, where the W-beam rails are used, many of which are now fitted with the BASYC curtain or motorcycle protection steel rail underneath.

I visit the Hampstead Rehabilitation Hospital as a member of the 4Bs and just recently I met a patient there, Ben, who had come in contact with a wire rope barrier on the Gawler Bypass. He told me he was riding home on a very stormy and windy night in November last year on the Gawler Bypass when he accidentally clipped one of the reflective arrow signs on the side of the road which caused the bike to veer across the road and into a wire rope barrier.

Ben was conscious just after the collision with a post on the barrier and realised there was a lot of blood showing through his jeans at the top of his left leg, so he took off the denim jacket he was wearing and tied it around the top of his leg to try to stop the bleeding, not realising that his left leg had been completely cut off at the top and was just hanging on by a piece of skin.

By then a motorist had stopped and had called the ambulance, which took 15 minutes to get there. If Ben had not tied something on his leg to stop the bleeding he would certainly not have survived as he lost two-and-a-half litres of blood. He said the person who had stopped was not willing to help him do this.

If you have a problem with blood you should always have a first aid kit in or on your vehicle with some rubber gloves so you can help in these situations, or even carry some gloves in your jacket pocket.

Ben had to have four pieces of skin taken from the top of his right leg to put some skin over the end of what was left of his right leg. He said this needs more surgery as it is hard to get his prosthetic leg to fit properly. He is still learning to walk with the prosthetic leg but life will not be the same for him.

Another motorcyclist who hit a wire rope barrier on the Port River Expressway a while ago did not survive.

So be very aware when riding where these barriers are installed.

Liv Andersen MRA member 6310

NEXT BLOOD RUN Saturday August 2 2014

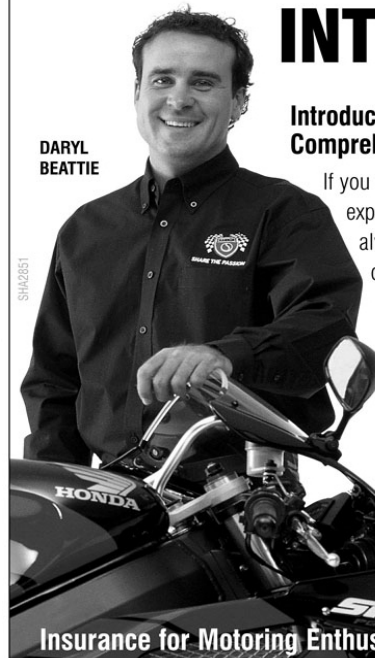
8.30am Roll-up, 9am Departure

**for the Grenfell St Blood Bank from
Woolworths Shopping Centre, Cnr. Kensington
Road and Tusmore Avenue, Marryatville**

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

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POETS' CORNER**BONDING**

Layin' in the bath
 with 50mls of scotch
 In a tumbler by the side
 so the steam won't make it hot
 I'm thinking of my bikes
 and working out the plot
 Layin' in the bath
 with 40 mls of scotch

I'd like to build an outfit
 go out bush again
 Or solo to the north
 and come back on the train
 It's freezing cold outside
 but this water's nice and hot
 Layin' in the bath
 with 30mls of scotch

I could make myself a solo
 from that old heap of spares
 And call it Bitsa one
 all painted up with flair
 I'll extend the shed again
 to keep all I've got
 Layin' in the bath
 with 20 mls of scotch

I'm in a senior's soak
 I've been here for an hour
 M'lady's in the kitchen
 playing 'round with flour
 "You've been in there for ages Blue
 are you sure that you're alright?"
 "I'm in here with a whiskey love,
 bonding with my bikes"

Blue Coppin

SCOOTER CLUB RIDE DATES

20/7 Club Ride BP Evandale Mannum via
 Mt Pleasant Captain Skoota 10am start

17/8 Club Ride BP St. Mary's 3 Dams Ride
 Captain Dr. Phil

17/9 Club Ride BP St. Mary's Mt. Lofty
 Summit Captain Dr. Phil

4Bs REPORT

The 4Bs held their traditional Christmas-in-January party at Greg Janzow's house. Thanks Greg for the wonderful hospitality. A good time was had by all the current and former members present. Greg has been the backbone of the 4Bs for so long and shows no sign of backing off, apart from taking a few more breaks for holidays.

We had a guest speaker at our last monthly meeting. Peter Stewart is the CEO of ParaQuad SA and we enjoyed a delightful meal before hearing about his organisation. Paul's concern at the lack of credible hard data struck a real chord with me. It reminded me of the importance of the information we collect during hospital visits on our Horizontal Forms.

The form we use to collect crash data is available on our website and if you are fortunate and haven't needed a 4Bs visit, have a look at it. We ask about protective equipment, rider experience, training and so much more.

Peter Stewart was asked to check out wheelchairs for us. The Ducati Club donated some wheelchairs to the RAH last year and after seeing how they are being used to allow people to get out of hospital for a few hours' leave, we would like to follow in their footsteps. The 4Bs will look at donating wheelchairs to both the RAH and Flinders Hospital. More about this is later *Centrestands*.

The hospital DVD libraries are going strongly. Many patients watch them on the bigger screen of a laptop and this has the bonus of reducing demand for the portable players. DVD donations continue to come in, mainly through Anderson Solicitors offices. The last batch was donated by the MG Car Club. Thanks Guys and Gals and very well done.

Ride Safe
 Phil McClelland 4Bs Coordinator

Racing is life. Anything that happens before
 or after is just waiting Steve McQueen
 in *Ring of Fire: The Inside Story of Valentino
 Rossi and MotoGP*, by Rick Broadbent

STATING THE BLEEDING OBVIOUS

Surprise!

New Australian research suggests that motorcyclists are more likely to be in an accident partly because they are less common on the road and drivers aren't expecting to see them. The study, published in the journal *Attention, Perception, & Psychophysics*, suggests new ways need to be found to make car drivers more familiar with motorbikes, and as a result reduce the road toll.

"Motorcyclists in general have a higher crash rate and crash risk than other road users," says Dr Vanessa Beanland, an accident researcher at the Australian National University's Research School of Psychology. The leading cause of these crashes is that drivers fail to see the motorcycle, see it too late, or misjudge the speed it's going, and its distance from them.

"They tend to not see them or think they're further away than they are, and so they turn in front of them and take out the motorcyclist," says Beanland. "A common anecdote following crashes is the driver saying 'I looked but I didn't see the motorcyclist'."

A Rare Sight

While motorcycles are relatively small and their riders tend to wear dark colours, they are also less common on the roads than cars and other vehicles - a fact that Beanland and colleagues thought might contribute to accidents. The researchers got this idea from previous research that has shown that people screening luggage at airports are worse at detecting rare items.

"Motorcyclists are only 1 per cent of traffic (*actually 4 per cent...Ed*) but they're a much larger percentage of the road toll," says Beanland, adding that in Victoria, motorcyclists make up 17 per cent of road deaths. Beanland and colleagues at the Monash University Accident Research Centre used a driving simulator designed to look like suburban Melbourne to study the effect of motorcycle prevalence on their collision rates with cars.

Half the study participants were exposed to a stream of traffic that had many cars, a high prevalence of motorcycles and a low prevalence of buses.

The other half were exposed to a traffic stream that had a low prevalence of motorcycles and a high prevalence of buses. Over a one-hour driving period, the participants were asked to press a button every time they saw a bus or motorcycle.

"We compared how good they were at detecting the motorcycles and the buses when they were really common compared to when they were rare," says Beanland.

A high prevalence (three per minute) of either type of vehicles resulted in drivers being better at detection compared to a low prevalence (one every eight minutes). When there was a high prevalence of motorcycles, drivers going 60 kilometres per hour could detect motorcycles on average 51 metres further away than when there was a low prevalence.

"That's an extra three seconds of stopping time, braking time and planning," says Beanland. "In this extra three seconds a driver could stop their car in time, when before they might have had a collision." Similarly, drivers had an extra 4.4 seconds to react to buses in situations where they occurred more frequently.

Beanland says there is no reason why similar findings wouldn't apply to cyclists as well.

Expectations

The findings support the idea that the rarity of motorcyclists is a factor in car drivers identifying them, says Beanland.

"Some of the difficulties drivers have are based on their expectations," she says. "They effectively only see what they expect to see."

Previous research suggests that car drivers who are also riders are better at detecting motorcycles. "We know from basic psychology research that people are better at detecting things that have personal relevance to them," says Beanland. "So making motorcycles more relevant to the general public and making them more aware of motorcycles should help."

But, she says, how to do this is a more difficult question to answer.

BEYOND THE DARKNESS

A group of us Strath lads have decided to ride the trusty, and hopefully reliable, 'postie bike' (Honda CT110), from Strathalbyn to Darwin – a hefty 3500km ride.

Heading off the bitumen to tackle the Oodnadatta track, we'll be carrying an important message in our "postie bags". The ride is a charity bike ride for a very worthy cause and one that's very close to our hearts, as well as to many other local people's. The ride will raise much-needed funds and awareness for '**Beyond Blue**' which is an independent, not-for-profit organisation working to increase awareness and understanding of depression, anxiety and suicide prevention in Australia.



Growing up in Strathalbyn, where the suicide rate is reportedly three to four times higher than the national average, we have all been touched by mental illness. Our ride will seek to de-stigmatise mental health and will go some way in addressing an issue that has been rife in our community.

Our almighty journey will depart from **Strathalbyn Motel at 8am on Sunday the 13th of July 2014**, and will take approximately fourteen days to arrive in Darwin. During the adventure, our local team will stop in various towns to fundraise and raise awareness. Once we've reached our destination, Gilbert's Transport has kindly offered to bring our motorcycles and trailer safely home, which is a brilliant gesture.

We've already had a fantastic response from our Beyond the Darkness Postie Run Facebook page and excellent support from the community so far.

But there is more to be done.

We would like to respectfully ask for your support in making this momentous trip a reality. Please find on the web-page a donation form which has the direct link to our Everyday Hero fundraising page.

We anticipate fantastic media coverage from various media groups during our donation drive and have already been contacted by several outlets interested in covering the ride and our cause, including Channel 7 and Channel 9.

If you would like to chat further, feel free to call Brad any time on 0419 846 361.

There is no doubt that **Beyond Blue** is a fantastic charity. By donating, we are confident that the money raised will go to helping people and raising awareness.

Brad Overall Postie Run Organiser

Please visit: www.everydayhero.com.au and search Beyond the Darkness to make a donation. Be sure to like our **Facebook Page!**
www.facebook.com/beyondthedarknesspostierun

Thank You

(The MRASA is supporting this ride by encouraging as many riders as possible to join the guys at Strath and ride with them to Woodside on the 13th. Ed)

GREAT ESCAPE RALLY

This was held on the 17-18th of May at Marrabel. Twenty-two people turned up for some R&R and to meet old friends. Some were older than others. A few more would have come but we were competing with other events like the Ulysses AGM.

We had the usual fireside chats, admired each others' bikes, swapped tales of riding experiences, cooked some beaut food and drank a bottle of wine or two. A couple of us brought our guitars and we had a bit of a sing-song.

All-in-all a great weekend was had. The weather was kind to us and the ride home was perfect.

See you next year for another relaxing time.

TRAILER TALK**Neville Gray Road Safety Officer**

Continued from the March Issue of Centrestand

A motor cycle must by law not tow more than its unladen mass irrespective of whether or not the trailer is fitted with brakes.

The correct loading of a trailer is a very important part of its safe operation. The general rule of thumb is that no more than 10% of the total mass of the trailer should be exerted onto the tow hitch. In other words, no more than about 10 to 15 kg onto the tow bar. This weight can be easily checked using the bathroom scales.

Items in the trailer must be well stowed with as little room for movement as possible. Load the heaviest items in the bottom and attempt to balance the load end-to-end and side-to-side. When a gas bottle is purchased keep the carton it came in, reinforce the bottom and always carry the bottle in its carton. Pack food items in square plastic containers and lock them in amongst other items. Use unfurled sleeping bags, bedding and other soft items on top to cushion the load.

Eskies can be carried on a special frame on the draw bar as the inside of a trailer can get very hot, causing ice to disappear rapidly. Make up a little jacket out of insulating material to isolate the Esky from the elements and protect it from road grime. Don't forget to allow for the extra weight of a full Esky in the final calculation of the total mass on the tow hitch.

Just because a trailer boasts a carrying capacity of 550 litres doesn't mean that we have to use it all. The overall load must be kept as low as possible, therefore it is not a good idea to carry heavy items on top of the trailer lid rack, if one is supplied. These 'roof racks' are an optional extra from some manufacturers and can have the advantage of strengthening the lid and preventing buckling and damage. Light items only can be carried on these but security will be a problem.

OK, that's summed up most of the things we need to know before hitting the road. What do we need to know before we point the outfit towards the open road for the first time?

Firstly, we need to be aware of the actual dimensions and weight of our mini road-train. The trailer will probably be only a few centimetres wider than the widest point of the bike (mirrors or panniers), but in any case, lane splitting is a definite no-no! Because of this width, we will need to spend more time riding on the centre of the carriageway with its shove mounds and spilt diesel contamination – be aware!

Take the opportunity to weigh your fully loaded motorcycle and trailer. You need to be very honest with yourself and weigh them in the exact condition you intend to travel. Compare the weighbridge results with the maximum permissible weights for both your motorcycle and your trailer and be prepared to make adjustments to achieve a legal outcome.

A bike and trailer combination can be up to 5.5 metres in length making parking a bit of an art form. Nose-in parking is to be avoided unless your bike is blessed with a reverse gear. You might have to spend some extra time cruising around to find a suitable park. On the subject of parking, it is not advisable to sit abruptly on the A-frame of the trailer if the bike is parked using the sidestand. The sudden extra weight on the towbar can cause the bike to stand up and actually fall onto its right side – not a pretty sight!

Take a test ride before you embark on your first major journey. You will find that braking is naturally affected with the extra weight of a trailer. Allow an extra two car lengths' buffer distance between you and the next vehicle ahead. Overtaking will also be slower, so allow extra time to pass that line of traffic. Fuel consumption will increase by 10 to 15%, but by travelling 10 kph slower this can largely be compensated for. Have a friend follow you to observe how your trailer performs. If it is not tracking straight or bouncing all over the road you will need to take some corrective action.

Once away and on a good road, a well set up trailer can become almost undetectable – only the occasional glance in the mirrors will be needed to make sure that it's still there.

Safe trailer touring is mainly about using some common sense and maintaining some careful setting up.

SAMRATS SUNDAY RIDES**Ken King Samrats Coordinator**

Samrats ride report for Sun 15 June 2014 – Ride Leader Ken / Tail end Charlie Steve

An over cast rainy day did not stop the die-hards from having a great day's riding and it did not rain much anyway. After the safety talk, with a big emphasis on riding to one's ability level, especially in the wet, 8 of us departed from BP Newton, 6 regulars and a couple of riders who had ridden with us a few times before.

Instead of taking the usual route into the hills up Gorge Rd, as we had done the previous weekend, we took the Montacute/Marble Hill Rd through the park and a pretty sight it was winding through the bush with so much green around and with the falling autumn leaves. The winding twisty road along Montacute/Marble Hill was pretty wet and quite slippery, making for a few too many slide-outs. When we all reached Lobethal Rd in one piece I decided that was enough twisties for the day. Lobethal Rd in the slippery wet plus the ever-present leaf litter and green moss on the curvy long road would have made for a bit too much dangerous excitement.

Instead of the usual left turn to Lobethal we continued straight onto Stoney Rise/Woods Hill Rd to come out onto Greenhill Rd which was a much safer route to get to the same place. The top half of Greenhill Rd/Balhannah Rd is always good fun, then on to Onkaparinga Valley Rd, through Woodside to Lobethal for morning tea.

The day was getting less overcast and a bit warmer and the dryer roads were a lot less slippery, telling us that the biggest challenge of the day was over. If motorcyclists never go riding in the wet then when they do get unexpectedly caught in a downpour they may lack the experience to cope with the different traction, making for increased danger.

Next leg was to Mount Torrens then straight ahead to Tungkillo then a loop to Mount Pleasant, left to Birdwood and then right onto Warrens Rd to Williamstown. The countryside was very green and picturesque and it was good day to be riding along such magnificent roads that must have been created especially for the motorcycle. As we arrived a bit earlier than the usual 1pm lunch

booking we did another loop along Yettie Rd towards Cockatoo Valley then back to Williamstown via Lyndoch Valley Rd.

The owners of the Williamstown pub are personal friends of one of our riders which was the impetus to stop there for lunch. We were not disappointed with the food choices or quality and a delicious meal was had by all.

After a good long meal and festive time we were ready for an afternoon ride. The sun was out for a while and the roads were pretty much completely dry. I had planned another loop to Springton but was informed that one of the best blues bands in the Adelaide area, Black Asperin, was playing in the Kersbrook Hotel just down the road at 3pm. We had an hour to kill which we did with an impromptu circuit ride towards Mount Pleasant then right to Gumeracha, then Lobethal, Cudlee Creek, Chain of Ponds and Little Para Rd to Kersbrook where we arrived right on 3pm. This was a great circuit run and all thanks to getting to Kersbrook the long way.

Four of us stayed for the first set of the band with the others peeling off along the way during the afternoon ride. The band was bloody excellent with top class musical skill, great entertainment value and would have made Johnny Winter jealous. A liquid afternoon tea was also very welcome and relaxing. For those of us who stayed on to get home mainly in the light we departed the Kersbrook pub at 5pm to get home by 6pm or a little after and came home via Gorge Rd. A great day's riding and socialising and as we live to ride / ride to live what else would you do on a Sunday anyway?

UPCOMING RIDES

Date	Organiser	Meet At	Time	Where To
13/7	Ian/Keith	Strath Motel	10am	Postie Bike Escort to Crafers
20/7	Ken	BP St Marys	10am	Milang
27/7	Jim	Crafers Deli	10am	Mannum
3/8	No Ride			
10/8	Ken	Crafers Deli	10am	McLaren Vale Circuit
17/8	Ken	BP Evandale	10am	Angaston
24/8	Ian	BP St Marys	10am	Tailem Bend
31/8	Jim	BP St Marys	10am	Delamere
7/9	No Ride			
14/9	Ken	BP Stirling	10am	Rider's Choice
21/9	Ian	Civic Park Modbury	10am	Gawler Circuit
28/9	Jim	BP Mt Barker	9.30am	Meningie

BIKES I HAVE KNOWN

Harald Lindemann

My first bike was an orange Yamaha DT250 (mid-70s). I bought it from a mate in Darwin after he found that he couldn't afford the payments on his hotted up Falcon 500 and the bike. I brought it back to Adelaide and used it as my regular ride for a few years. I learned a lot about bike electrics and mechanics by keeping it going although I have to say that it was generally quite reliable. After a year away overseas, when I got back home, checked it out and put some petrol in the tank, it fired on the first kick. After two bad crashes that bent quite a few bits (and me) I let it go.



After I healed and spent some time at Uni I realised that if I was going to start a motorcycle club at Uni I would need a bike. So I got a second-hand CX500 from Peter Stevens (1982). I had met a lovely young thing who also rode a CX500 and thought that this would impress her. Didn't work, but I had the bike till I ran it into the ground, doing lots of interstate trips, most two-up including camping gear and it never let me down. I learned a lot more about mechanicking by pulling the engine apart and giving it a complete overhaul at 150,000k.

I had always loved the concept of the BMW. The first one I rode was one of the first GS series and the way the flywheel pushed the bike around corners without losing revs impressed me no end. So I was in the market when the new R series came out in the late 1980s. This was the one – I had my eye on the R80RT but had to wait a few years for the second-hand market to come around. I finally got one in the early 90s. It had 140,000k on the clock, and I took it to nearly 300,000k with a top end rebuild at 210,000 after it started smoking a bit.

After a while I started looking around for another bike. It had to be a good tourer. The Ducati S2 looked good but was still too expensive. Then my current ride turned up at a swap-meet, a beautiful BMW R100RT with only 49,000k on the clock – the last of the series – irresistible. It's now doing the same job that all my other bikes did – riding reliably around the country as well as taking me to and from work daily.

I have recently invested in a BMW (notice a pattern here?) GS650F for some dirt touring and look forward to lots more great experiences on the road.

I may not have had as many bikes as some, but every bike I have had has done the job I asked of it and provided me with hours and thousands of kilometres of enjoyment as I explored this wonderful country of ours – and there's more to come. I sometimes feel like I've only started to ride.

So what about your bikes? What have you ridden over the years?

What experiences have you shared? Tell us about them and we'll print them – with photos.

ACT/NSW COMBINING HUMOUR AND SAFETY

ACT and New South Wales police are using a light-hearted method to convey a serious message in their annual road safety campaign. Police have teamed up to target speeding and distracted drivers on the region's roads, hoping a different take on the age-old message to "slow down" will engage apathetic drivers.

The 'Get Your Hand Off It' campaign was initially launched on YouTube and began airing on other media in December.

The NSW Government's Centre for Road Safety launched the satirical video which is aimed at people who text while driving. The quirky video has attracted more than 600,000 views on YouTube.

Chairman of the NRMA ACT Road Safety Trust, Don Aitkin, says he hopes the new approach will also work on the Kings Highway. "We have tried shocking people with grisly things and that works for a little while," he said. "Let's try humour; it can't do any worse."

Courtesy Australasian College of Road Safety (ACRS)

Just Google '[Get Your Hand Off It Youtube](#)'

A TRIBUTE TO JANICE WILKINS

Janice Linda Green, born 30th June 1953, peacefully passed away on Wednesday 14th May at the QEH in the Palliative Care Ward. I would like to take this opportunity to say thank you to all of Mum's family and friends who have supported her through her battle with melanoma cancer.

Janice's "Celebration of Life" was held at the Semaphore Palais on the 23rd May, as this was exactly what Mum wanted. She had already started to plan this with the Event Coordinator, and she said to me, "I don't want people dressing up in suits and everyone in black and crying over me and having the usual morbid funeral, I want everyone to say a few words, eat some food and party on, and celebrate my life!"

It was a great occasion and a terrific send off. The other request which Mum insisted on was a bike ride in her honour to the Semaphore Palais, which, thanks to Phil and the MRA gang, we were able to do. It was wonderful to see so many people turn up and ride with me to the Palais, so a big heartfelt thank you to you all. Mum would have been proud to see you all there.

Mum has always been a very strong and Independent woman. There was never anything that she could not do, and she would always give everything a fair crack!

Born in Kent, UK, in her late teens Mum decided to travel, as due to her hearing she was unable to join the Air Force, which annoyed her to no end. Her travels brought her to NZ, where she managed to settle for a good 14 years and in that time marrying our Dad Dexter, giving birth to my sister Mel and then me, then approximately 7½ years later divorcing our dad. Mum was never one to settle down much! A particular highlight during her time in NZ was Mum jumping out of a plane (the first time she had packed her own 'chute) and breaking some bones when her 'chute got twisted mid-air. She was lucky to live to tell the tale.

We had a few different houses and locations in the South Island, including 3 years in a place called Hawarden, North Canterbury. This county town was where Mum predominately drove the school bus over some very hazardous county roads and let me tell you NO KID would ever play up on the school bus when Mum was driving!

In 1988, Mum decided it was time to move again, this time dragging us to Tassie for a year, then to on to Adelaide. My sister then gave birth to Mum's first grandchild, Ricky. Mum in that time had moved me to the UK as she was to tie the knot to an old flame, Victor, settling down in Bromley, Kent. In that time along came no. 3 child Lee-Anne. It was upon returning to Adelaide to visit her daughter Mel and her

partner Andy and grandson Ricky that Victor fell in love with Australia, and together they moved with Lee-Anne in 1994 back to Adelaide.

Mum and Victor later divorced and Mum found a beautiful little house in Largs North in 2001, and this is where she settled in and worked so hard to make it her own, something we are all very proud of her for. Mum made the most of her time here, working hard inside the house and adding her personal touch to everything she could, visiting her favourite places, like Bunnings, 2nd hand shops and garage sales! She also spent many hours each day in her spare time in one of her favourite places – her prized garden. I often wound Mum up and said she loved her garden more than her own kids

Mum protected us fiercely. One time when a next door neighbour made a loud, nasty comment and yelled out for us kids to shut up when playing in the back yard, as kids do, and Mum came running out and near enough jumped the fence and yelled some harsh words at this bitter neighbour. I compared Mum that day to a pitbull terrier off its leash and ready to pounce – she wasn't called the Terminator for nothing.

Many times over the years all of us kids tested Mum's patience, especially my sister Mel and me when we were bickering. Mum would use many tools of the trade – her hand, the wooden spoons (I say spoons, as quite often they would break on my sister, which she took great pleasure in letting Mum know about), and one time she chased me with a tennis racket. Needless to say I was running in fear, and didn't return for over an hour, making sure Mum had calmed down.

We have so many fond memories of our childhood growing up. It was never dull and boring. We always managed to entertain ourselves and have a good laugh.

Mum always told us kids how proud she was of all of us, and has always been there through the good times and the bad. Mum never wavered and never faltered – she may be looking down on us now and saying differently, but we are who we are today because of you, Mum, and we are so thankful for having the opportunity to learn your strengths, your passion for life, your guidance to care for others before ourselves, our independence, and resilience and to always live everyday to its fullest.

Mum, we love you, we miss you and we will always be thinking of you and every day we live is a reflection of your love for us. I know you are up there stirring things up, riding free and taking over that Garden of Eden and making your new life in the spirit world a bright and interesting one.

Rest In Peace Mum, you are forever in our hearts!
By Simon Dutton, her loving son.

MOTORCYCLE REFERENCE GROUP UPDATE Peter Mount

At the previous Motorcycle Reference Group (MRG) meeting held in October 2013 it was agreed this November meeting would examine the road network loop of Gorge Road – Cudlee Creek – Lobethal – Magill Road through the use of the Hawkeye Data Viewer technology with a view to identifying priorities for further consideration (*see Hawkeye and other detail in December Centrestand p.7...Ed*).

Issues identified in road network loop

- Edge lines –broken, inconsistent, non-existent – DPTI, councils.
- Sight lines – bends/corners, road surface – maintenance programs.
- Gravel on corners from verges, driveways, lay-by and pull-over areas – DPTI road maintenance program, local councils, home owners, road user and community awareness, shoulder sealing, tarmac patching
- Guardrail – placement/absence/type, visual clarity, underrun barriers/curtains – DPTI examine cost-effectiveness, alignment with previous work in this field.

Other suggestions

- Rob Atkinson (Australian Medical Association and the Royal Australasian College of Surgeons) advised of work being undertaken with Peter Mount (Australian Motorcycle Council) in developing a medical kit which will be able to be carried on the back of motorcycles. The Royal Australasian College of Surgeons has done a lot of work on the initiative and the Motor Accident Commission is also interested. The medical kit would be in the form of a small cylinder which would hold a tourniquet, haemostatic dressings, reflector and an airway device.
- Chris McArdle (Motorcycling Australia) raised the issue of motorcycle-specific advisory signs for hazardous areas (e.g. gravel on road, loose surface, sun glare). However, must be careful not to create more roadside hazards, and such signs might often apply to all road users and might be more likely to meet existing standards than a motorcycling advisory sign open to individual interpretation.

(MRASA pursued this idea in the 1980s but it was rejected on the grounds that road signs had to have national uniformity which meant all states and territories would have to agree on their design which would be a protracted and complex process and hence not viable...Ed.)

- Jeff Lane (RADskills and Australian Driver Trainers) suggested messages be put up at

RiderSafe centres advising that more training is available after RiderSafe (known as Level 3 or "advanced") which motorcyclists can access.

Generic messages might be possible but it was not the government's policy to promote or endorse individual training providers.

Road safety audit

MRG attendees agreed that a road safety audit should be undertaken on all the roads listed the Motorcycle Black Length List 2008-2012. This will be conducted in 2014. DPTI will consider the treatments recommended in the audit and determine what can be funded from the budget available, with these recommendations brought to the next MRG meeting

An extension of the road safety audit will be the use of a motorcycle specially developed by the Queensland TMR and loaned to DPTI for the purpose.

An important element of the Queensland Motorcycle Safety Strategy 2009 - 2012 was a \$20M funding commitment for targeted safety enhancements on motorcycle routes.

An instrumented motorcycle was developed to assist with this work and to enable better understanding of the risks encountered by motorcycle riders.

Motorcycle selection and development

The initial discussions focused on the feasibility of purchasing a motorcycle equipped with cameras, recording devices and GPS for the purpose of a motorcycle auditing tool. A variety of different collection sensors were fitted in a 'plug and play' format which provided flexibility for future development.

Selection was based on the perceived features required and feedback from both the instrumentation suppliers and Queensland Police Service (QPS). The motorcycle chosen was the Yamaha FJR1300, following considerations of a number of safety and usability criteria.



Instrumentation

Each of the sensors and the associated instrumentation fitted to the Yamaha FJR1300 have been individually selected from a range of products available.

Data Acquisition system and software

The data acquisition system measures and records important vehicle parameters via sensors. This data can be analysed to gain an insight into the audited route from a rider's perspective, behaviour of the rider and/or motorcycle dynamics. The basic hardware requirements include a logging device, sensors and wiring, plus a laptop for a data download and analysis.

Video Capture System (VCS)

The video capture and recording system has the capability of using two cameras (currently fitted front and rear) with data recorded to an SD Card that has been proven suitable for motorsport applications. There is no display for the rider to view and therefore no distraction for the rider.

Global Positioning System (GPS)

The GPS unit provides speed and position information, as well as altitude, heading, date, time and GPS statistics.



Sensors

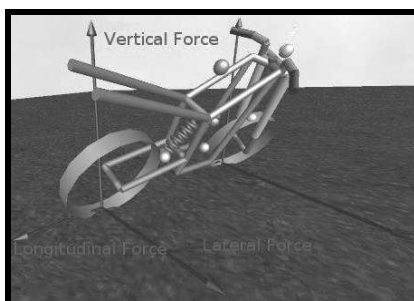
Linear potentiometers / steering angle
Suspension position front & rear
Suspension velocity front & rear
Ride height front and rear / pitch fore and aft

Gyroscope

Roll rate / pitch rate / yaw rate

Force sensors

G force longitudinal / G force lateral / G force vertical



Non-contact rotational sensors

Wheel speed front & rear

Location sensors

GPS Longitude & latitude / GPS altitude
GPS speed & time stamp / GPS track information
Digital compass

Optical sensor

Road camber

Data Analysis

Specialist software (QLD TMR Motorcycle Audit Software) was developed by Douglas Information Services P/L to assist with the data analysis. The analysis software allows engineers to mathematically trend the data, overlay historical crash locations and data from previous audits, and export data to other software such as GIS for further spatial analysis.

Engagement

Engagement with external agencies extended to MRAQ (Motorcycle Riders' Association of Queensland), MATES (Motorcycle Awareness Training Education Safety), Ulysses Motorcycle Club, ARRB Group, RoadTek, Department of Trade and Innovation, NZTA (New Zealand Transport Agency) and Queensland Police Service (QPS).

Over twenty popular routes in Qld have been or are in the process of being audited with the FJR1300 to date.

DPTI recommended borrowing the bike for use in SA as the most cost-effective option for auditing in this way. *(Thanks to DPTI for providing the resources for this article...PM)*

NT SPEED LIMIT CHANGES NEAR ROADHOUSES

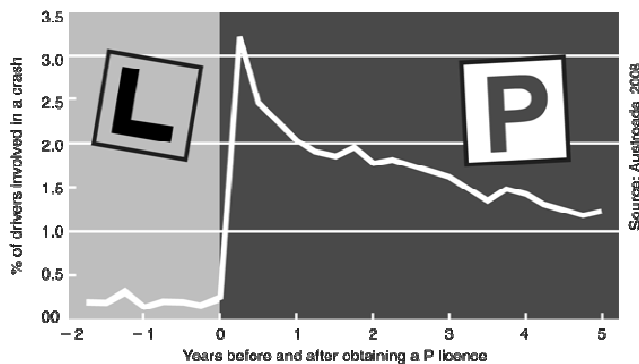
Speed limits around roadhouses on major Northern Territory highways and arterial roads changed in mid-December due to safety reasons. The Northern Territory Government has introduced a new policy for the setting of speed limits near roadhouses.

The Minister for Transport, Peter Styles, said the new speed limits were determined based on access arrangements, visibility, setbacks from roads and level of pedestrian activity. "Safety is our number one priority and due to a number of factors we have determined the need to change these speed limits," he said. "The speed limit at the majority of roadhouses on the Stuart, Barkly and Victoria Highways will reduce from predominantly 130 kph to between 80 and 100 kph".

NEW RULES for P-PLATERS

While South Australia's road toll has decreased over the past decade, young drivers are still over-represented in road crashes, much more so than older age groups. Young drivers are at greatest risk of being involved in a crash in their first year of driving unsupervised when they are on their P-Plates. Lack of experience, night-time driving and the presence of peer-aged passengers all contribute to an increased crash risk for young drivers.

Young drivers need significant on-road driving experience before their crash risk decreases. The state government believes that the new rules will save lives.



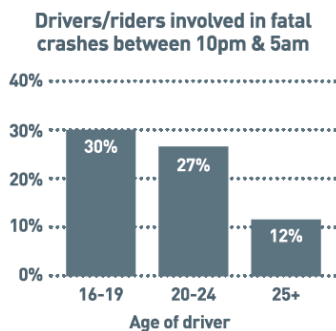
The new rules, which apply from July 28 this year, are:

1. TIME RESTRICTIONS

No driving between midnight and 5am unless a qualified supervising driver is seated next to you or you meet the exemption criteria.

THE REASON

All drivers have an increased risk of crashing when driving late at night but the risk is greater for young, inexperienced drivers. Inexperience in night driving as well as fatigue and risk taking are all contributing factors.

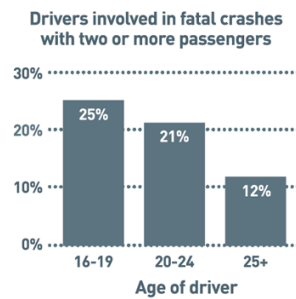


2. PASSENGER RESTRICTIONS - No more than one passenger aged 16-20 at any time of the day or night (immediate family members exempt) unless a qualified supervising driver is seated next to you or you meet the exemption criteria.

THE REASON

Young drivers are four to five times more likely to be involved in a fatal crash when they have two or more peer-aged passengers. Carrying peer-aged passengers

can distract a driver and also encourage a young driver to take greater



3. HAZARD PERCEPTION TEST

The Hazard Perception Test (HPT) is required to graduate from P1 to P2. The HPT will now be required to graduate from a Learner's to a P1.

THE REASON

The HPT is currently a requirement to graduate from P1 to P2. From 28 July 2014 the HPT will come earlier in the licence process so that it becomes a requirement to graduate from a Learner's Permit to a P1. The HPT is a computer-based test to assess the driver's ability to recognise dangerous situations and react safely.

4. TIME ON Ps – The time you need to spend on a provisional licence will increase from two to three years. This means one year on a P1 and two years on a P2 licence.

THE REASON

Extending the provisional licence period extends the length of time that a driver is subject to provisional licence conditions that help to keep young drivers out of high risk situations and, hence, is likely to result in fewer crashes. The extension applies to the P2 licence period when drivers do not have to display P-plates and they are not subject to the passenger and night driving restrictions. This will result in the minimum age at which a driver can obtain a full driver's licence rising from 19 to 20 years.

5. REMOVING LICENCE REGRESSION –

Regression to a previous licence stage following a disqualification period will be removed. This will mean that disqualified L and P drivers will return to the licence stage they were at when they committed the offence.

THE REASON

Previously, regression laws meant that L and P licence holders who were disqualified were required to regress to their previous licence stage and re-pass any associated tests. These laws added complexity to the licensing progress and were difficult to understand, and there is no evidence to suggest that regression and re-sitting tests leads to safer drivers.

See more at:

<http://mylicence.sa.gov.au/gls/home#sthash.f3bZzr0s.dpuf>

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

ASI Motorcycles	Discount on request	8326 2800	48 O'Sullivan's Beach Rd Lonsdale
Bills Motorcycles Richmond	10% on request	8234 2050	Belltower Centre 340 South Rd
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	10 Deacon Ave Richmond
Ken Oath Leather Goods	repairs, all Aussie leather	0417 713 523	3 Cranbourne St Elizabeth Park
Kessner Suzuki	10% parts and accessories	8261 9955	320 North East Rd Klemzig
Motorcycle Parts & Gear	Discount on request	8562 4725	33 Railway Tce Nuriootpa
Motorcycle Revolutions	Discount on request	8371 4448	855 South Rd Clarence Gdns
Pro Street Cycles	Discount on request	8359 4449	494 Main North Rd Blair Athol
QBE Insurance	Ring for a quote	0392 462 761	
Redline Exhausts	Ring for a price	8277 0311	8 Coongie Ave Edwardstown
Shannons Insurance	Ring for a quote	13 46 46	
Victor Motorcycles	10% on genuine parts & acc	8552 3601	14 Adelaide Rd Victor Harbor
Walden Miller Clothing	10% bring the advert	8374 3884	40 Furness Ave Edwardstown
Yamaha Pitmans	Discount on request	8260 9200	420 Main North Rd Blair Athol
Yamaha Retro Spares	Discount on request, 5% tyres, 10% services	8340 1970	115 Regency Rd Croydon Pk
Yamaha World	Discount on request	8297 0622	845 South Rd Clarence Gdns

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.

VIC TARGETING HIGH-SPEED GOPHERS

The high increase of people using mobility scooters in regional centres has prompted calls for more focus on road safety, with around 71 scooter-related deaths occurring in Australia since 2000. RoadSafe Central Victoria road safety officer Malcolm Pollitt said there was a range of issues associated with the surprisingly high proportion of people using mobility scooters in rural areas.

"People who use gophers are classed as pedestrians," he said, "so they have to share the footpath. There

have been some issues with gopher users not obeying the same rules pedestrians follow. There was one case where a person spent \$10,000 modifying his scooter, only to find the modifications were illegal. He was caught driving it on the Monash Freeway in Melbourne. Some old blokes revert back to teenage boys and whiz around on their gophers."

Mr Pollitt said people using gophers should wear coloured clothing and have a flag on the scooter to make sure motorists could see them.

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 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 _____