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December 2016



THIS ISSUE

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RIDER FIRST AID

M/C THEFT

LANE FILTERING

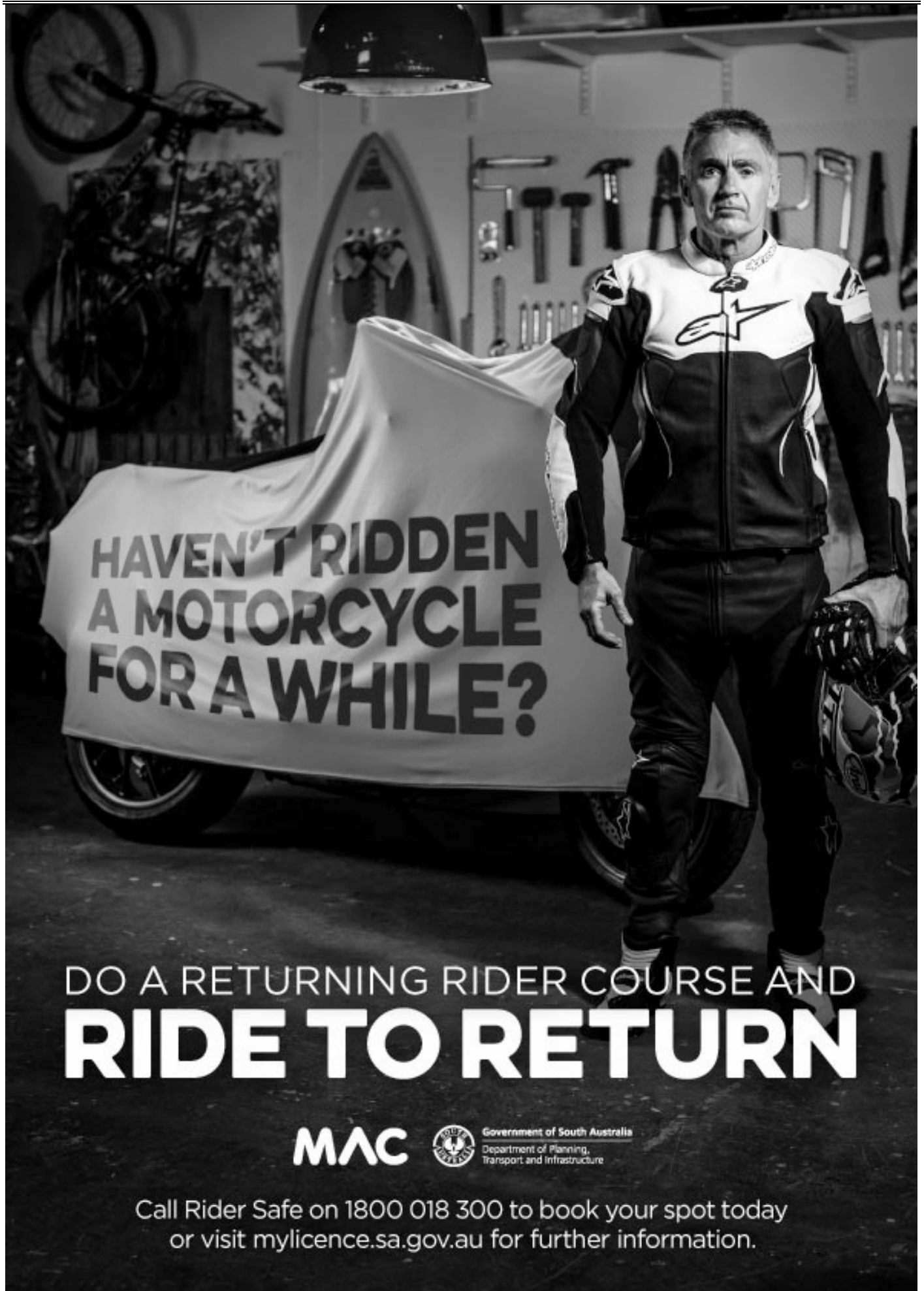
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MOTORCYCLE RIDERS'
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COVER PIC: Awarding the Show and Shine trophy to Steve Cramp at the 2016 Toy Run

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EDITORIAL

Harald Lindemann

We are always on about road safety. Can't we change the tune occasionally? Well, no we can't.

If we did that, we wouldn't be doing our job. Part of our job is to promote road safety to make the roads safer for motorcyclists. We do this by providing riders with information and advice that is sensible, is research-based and is practical.

We hope that riders will take notice and ride safer. We work with government and road safety authorities to make them understand the riders' point of view when they are considering changes to road regulations.

We consult with them on how to make the roads safer for riders. This includes discussing issues such as rider and driver perception, road furniture, rider and driver training, road conditions and research.

Our views are not always taken on but we are listened to seriously and many of our views and opinions find their way into government research papers and in advice to government committees. This has come about through years of lobbying and getting the people who make the final decisions to take us seriously, to recognise us as serious people who do not have an axe to grind but who are willing to work with the authorities to make things happen.

We don't always win, but that is the reality of life. Sometimes we have small wins and sometimes larger wins. The Road Hazards Freecall number on page 18 of this issue was a small win. We thought that it was needed to report road hazards and we helped make it happen.

A couple of big wins were the repeal of the Lights On legislation and the introduction of the LAMS rules for learner riders. These came about after years of lobbying and writing papers on the topics. More recently our representations to the state government regarding lane filtering and better helmet standards finally bore fruit.

We work on these and other issues with rider groups around Australia and overseas to make sure that you get the best representation possible. Just thought I'd remind you.

Ride Safe, Harald

PRESIDENT'S REPORT

The MRASA is at a crossroads. Is it generational change or a takeover? A Facebook based group, R2R or Ride to Review, has been very public with its work to have the South Australian Road Rules updated. Much of what they are doing is the same as the MRASA. They have some solid runs on the board and have very good intentions. Where we differ includes the way we communicate. They are very strong with the media including social media. The MRASA currently do not have strengths in this area.

Where it gets tricky is the suggestion they join the MRASA and potentially take it over. Any organisation that has positions elected can have a change in direction if enough members want it to happen. The choices appear to be yes, it is time for younger riders to carry the fight on, or no, the group that is there at the moment are the ones the members want to see carry on. A third option would be for them to join as members and see how we work before taking on Committee positions for a slower merger over time into a single entity.

Their membership applications are starting to come in and an AGM is around the corner. What happens next is up to you, the members of the MRASA. Please learn as much as you can to help you cast your vote. The MRASA will again be sending out proxy voting forms for the members who can't attend the AGM. Please vote as the future of the association is where it should be, in the member's hands. I hope to see you there.

Ride Safe

Phil McClelland President MRASA

PS Enjoy the lovely weather for riding.

The AGM will start at 1:30pm on the 5th February 2017. Venue is MSA hall (Motorcycling South Australia) 251 The Parade Beulah Park SA.

Editor's Comment

The MRASA has a long record of good relationships with polities and government departments. This is how we manage to get the voice of riders heard and how we get changes made which are in the interests of all riders.

If people from outside the MRASA don't like what we are doing they are welcome to do their own thing as R2R are doing. 'Taking over' the

MRASA won't make them do their thing any better. In any case, any consideration in that vein means that the MRASA is worth 'taking over', that we must be doing something right. Others may just want to take the credit for that, riding on the back of our reputation.

The MRASA has tried for a long time to get new faces onto its committees, especially younger faces, but the interest just hasn't been there. We have always welcomed new people and new ideas, but in the past these people have been willing to learn the ropes and to take advice and so become a support for the organisation.

The individuals who threaten the MRASA with takeover have no experience with the organisation and no appreciation of our values. They don't know the people we deal with and have not built trusting relationships over many years of contact and conversation. We are the tortoise who wins the race through building relationships slowly and steadily. They are the hare who wants it all now and doesn't understand why they can't have it.

I believe that members know where their best interests lie.

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NEW LIGHTWEIGHT KEVLAR JEANS

A MELBOURNE company has made a major breakthrough in motorcycle safety, producing the world's first single-layer jeans that will protect a rider's skin in a 75m slide. The jeans, from Collingwood company Saint, are better than regular denim which shred almost instantly on contact with bitumen. Other previous motorcycle jeans are Kevlar-lined and, while effective, can be bulky and hot in summer like traditional leathers.

Saint's Model 1 denim has just one layer of fabric — a mix of Dyneema, a "ballistic" fibre often used in military hardware, and natural denim fibres. Saint co-founder Mike Lelliott described the Model 1 as a "game changer", and said the new safety rating meant the company was set to break into the European market.

"We take being protected as seriously as looking good and we wanted to make sure that we had jeans that made sense on every point." Mr Lelliott said. "It's all-day wearable and our aim is to have these in every single motorcycle store in Europe." At \$400 the jeans are not cheap but, as director Xavier Unkovich said, "What's your skin worth?"

The jeans, in black and indigo, also have removable knee and hip armour for added impact protection. The jeans could have broader potential in the skateboard, cycling and motocross markets. A second-generation of even tougher material is in development to add to the company's range of jackets, shirts and jumpers.

Melbourne is leading the way in protective motorcycle clothing with Port Melbourne-based Draggin Jeans being a pioneer and leader in the market for many years. Victorian Motorcycle Council spokesman John Eacott said the development in abrasion-resistant pants over the past decade has been led by Australian companies.

Mr Eacott urged riders to wear all the gear all the time. "Any protective gear is better than none, unless you were born with Kevlar skin and titanium bones."

The unveiling of the Saint jeans comes as new Transport Accident Commission data shows an average of more than three motorcyclists a day were seriously injured on Victorian roads last summer. *Courtesy Herald-Sun 22.11.16*

AUSTRALIA'S TRANSPORT – FUTURE SCENARIOS

How Australia's transport system might work in the lead-up to the year 2040 is shown in a series of snapshots which reveal the transformational impact of factors like automated vehicles, better real-time data and analytics, more ride-sharing and changes in consumer preferences.

These scenarios are explored in new papers as part of the National Transport Commission's (NTC) Land Transport Regulation (LTR) 2040 work that were released to coincide with the ITS (Intelligent Transport Systems) World Congress held in Melbourne in October. They paint four different but plausible scenarios of what the transformational changes might mean in practice.

Chief executive of the NTC Paul Retter said because Australia was set to see the biggest change in transport since cars replaced horses, both industry and government organisations should increasingly prepare for uncertainty and look for new ways to encourage innovation.

"These four scenarios are not predictions of the future, but they help industry, governments and the community examine the implications of changes in automation, data sharing, shared mobility and consumer demand," Mr Retter said. "Different sectors of the economy and the regulations that guide them go through long periods of stability followed by short periods of significant change. This work will help stakeholders start developing responses to the opportunities and challenges Australia's transport system is likely to face in the future. This work will help us develop reform projects to make sure we have the right kinds of transport laws at each stage of this period of transformational change."

In addition to the scenarios the papers also set out a number of questions that governments will need to answer as transport systems are transformed:

- Should governments regulate ahead of the adoption curve?
- Could or should governments transition all transport laws to a safety management system approach?
- Does the way our regulations are structured impact on new products and services?

Mr Retter said the LTR 2040 work was consistent with the increasing move to more strategic reform.

RIDE TO RETURNby **MAC**

The Motor Accident Commission (MAC) has again enlisted Mick Doohan to front a new motorcycle campaign.

Set in a typical household garage, the campaign reinforces simple safety messages that may have been overlooked or forgotten by motorcyclists.

The new campaign encourages the use of protective clothing, safe driving behaviour and promotes a voluntary returning rider course to improve and refresh riding skills.

Motorcycling is the most dangerous form of transport, accounting for almost one-in-five serious road casualties.

During the past five years (2011-2015), motorcyclists accounted for under 1% of travel in South Australia, but were involved in 14% of fatalities and 17% of serious injuries.

While motorcyclist fatalities are trending downwards and 2016 continues to achieve a record low, serious injuries are not showing significant improvement and casualties have been increasing since 2013.

At the same time, the numbers of registered motorcycles on the road are growing and, with this, so is the risk of increased road trauma.

Younger rider casualties are decreasing as older rider casualties increase; currently, the highest percentage of motorcycle casualties occur in the 40-49 age group.

Males are overwhelmingly the key issue. While it is common for road safety issues to be skewed towards males the degree of this over-representation is largest with motorcycling.

The increased risk of injury or death for motorcyclists is alarming, and anything that can improve a rider's safety is strongly encouraged by the Motor Accident Commission.

Whether through protective clothing or increased skills and education, motorcyclists should do all they can to lower their crash risk and ride to return.

The *Rider Safer Returning Rider Course* costs \$116 and is run through the Department for Transport, Planning and Infrastructure (DPTI). Further information can be found at mylicence.sa.gov.au or by calling Rider Safe on 1800 018 300.

The new campaign will be out soon and available through YouTube and on the MAC website www.mac.sa.gov.au. Check out the other past campaign information while you are there.

**STOCK CLEARANCE****TOY RUN SPECIAL**

For too long the MRA stock has been sourced from different suppliers with different monogram designs, hence we need to streamline the stock list.

To achieve this all stock will be greatly reduced in price at this year's Toy Run. We stress these are not seconds but items that are no longer taking us in the direction that the MRA wishes to proceed, but will still make you feel proud to be wearing.

Windcheaters \$15**Polos \$13****T-shirts \$10**

These special prices will only be available at the Toy Run, no postal deliveries. Even greater discounts for 5 or more items

SALE SALE SALE

RIDER FIRST AID COURSE

In November, First Aid for Motorcyclists, a national training organisation, ran a first-aid course for MRASA members at the Motorcycling SA clubrooms at Beulah Park. The principals, Tracy Hughes and Roger Fance, came over from Sydney to conduct the course and extend local riders' awareness of the value of motorcycle-specific first-aid training.



Accident Management™ Training, has been developed specifically for riders. This unique half-day course teaches the vital skills and knowledge required to provide immediate roadside first aid and manage the accident scene until emergency services arrive.

The course has been prepared specifically for motorcyclists by motorcyclists. It is unlike any regular first aid course you may have done in the past. All the content has been modified specially for riders.

Extra advanced units have been developed such as helmet removal and accident scene management, while topics not relevant to road accidents such as choking and drowning are not covered to ensure participants get practical and useful knowledge.

Why do motorcyclists need first aid training? Motorcyclists are more likely to come across another rider who's gone down. Rounding a tight corner and coming across an accident scene can be a life-changing event for both you and the casualty, especially if you don't know what to do.

This highly specialised training includes when and how to remove a helmet to perform effective CPR, how to move a casualty away from danger and how to manage bleeding, fractures, shock and head, neck and spinal injury. The course also covers topics such as picking up a motorbike, emergency communications in remote areas, legal aspects of providing first aid, accident prevention and techniques such as fatigue management and group riding guidelines.

The training is targeted, specific and relevant whether you commute around town or go on longer day rides. The course teaches you the right skills and gives you the confidence and knowledge necessary to provide immediate and critical first aid to a rider who's come down. You learn how to effectively manage the accident scene, preserve life and promote recovery until emergency services arrive.

Learning is by way of participation in practical sessions that include motorcyclist specific casualty treatments derived from common crash scenarios.

Topics covered:

- Legal Aspects & Principles of First Aid
- Emergency Action Plan - Life Support
- CPR – Manikin Practice
- Accident Scene Management
- Emergency Helmet Removal
- Moving a Casualty In Danger
- Multiple Injury Priority of Treatment
- Shock, Fractures & Crush Injuries
- Wounds, Burns, Bleeds & Bandaging
- Head, Neck & Spinal Injuries
- Fatigue Management
- Group Riding & Accident Prevention

The MRA of SA thanks Tracy and Roger for providing this unique and invaluable course for our members.

Although some of the participants had done first-aid courses in the past, some felt that those courses hadn't covered motorcyclists to anywhere near the depth that the First Aid for Motorcyclists course provided. As a result, everyone felt more confident in being able to manage a crash situation involving a rider, with the potential not only of improving the rider's chances of survival or mitigating their injuries, but of avoiding exacerbating them. Such new-found skills may even help those who did the course advise others of how to treat them if they themselves are the crashed rider.

First Aid for Motorcyclists provides a vital link in the enhancement of motorcyclists' safety and welfare in a crash, which every rider and rider's parent will appreciate.

This may become a regular event on the MRA calendar.

First Aid for Motorcyclists is endorsed by:

AMC – Australian Motorcycle Council
MCCNSW - Motorcycle Council of NSW
VMC – Victorian Motorcycle Council
MRA – Motorcycle Riders' Association: QLD, ACT, SA, WA
RANT – Rider Awareness Northern Territory
Royal Rehab – Brain & Spinal Injury Unit (Supporter)
Stop SMIDSY Campaign – Maurice Blackburn (Sponsor)
Mark Hinchcliffe of Motorbikewriter.com
Stay Upright, Skill Master and Honda Accredited Rider Training
M.A.R.I. – Motorcycle Accident Rehabilitation Initiative
Harley-Davidson H.O.G. Chapters Australia/NZ
Ulysses Club Inc. Australia

Course dates for next year:

21 Jan 2017 - ADELAIDE/Beulah Park - Motorcycling SA - 10:45am-3:30pm
 18 Feb 2017 - ADELAIDE/Woodcroft -The Vines of Reynella Golf Club – 10:45am-3:30pm
 1 Apr 2017 - ADELAIDE/Beulah Park - Motorcycling SA - 10:45am-3:30pm
 7 May 2017 - GAWLER - Gawler Bowling Club - 10:45am - 3:30pm
 4 Jun 2017 - ADELAIDE/Flagstaff Hill - Flagstaff Hill Golf Club - 10:45am-3:30pm

Course Cost: \$85

Duration: 4 ½ hours

Book by phone: 0427 464 266 or 0408 956 435

Book Online:

www.firstaidformotorcyclists.com.au



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WALLABY vs DUCATI

By Roger Fance – Instructor, First Aid for Motorcyclists

The wallaby came out of nowhere and jumped straight into the front wheel of Tracy's motorbike.

The morning was crisp and bright as we rode through the Bylong Valley on a glorious spring day. About 1km earlier we had stopped while Tracy tucked her neck warmer under her helmet straps and cinched her helmet tighter. No idea of the chaos to come.

I knew it was bad. Tracy was slammed down onto the road like she had fallen from a five-storey building. The bike cartwheeled as shrapnel filled the air. The wallaby was catapulted across my path. My bike's momentum carried me through as I lost sight of Tracy tumbling down the road to my left. A sense of dread consumed me as I hit the brakes, jumped off the bike and ran back to my wife.

Her injuries were serious but not life-threatening. She was wearing full leathers and her skin was saved. She was moving her legs but her collarbone and wrists were clearly broken. Later, we would find out she had 14 breaks to her ribs



and a partially collapsed lung. We were a long way from anywhere but there was a phone signal and a first aid kit. It would take one

hour for an ambulance to reach us and another hour for the helicopter to airlift her out.

A few years earlier, Tracy was at the scene of a friend's motorbike accident. A ute made an unexpected right turn into a fire trail. The rider lay on the road semi-conscious and not breathing normally; his airways were swelling and it was clear something had to be done and fast. He had been leading a large group so there were many riders at the scene, all with their own ideas of how it should be managed, especially around the question of helmet removal. Uncertainty about what to do, combined with the shock of such a high impact collision, made it a long anxious wait for the paramedics and helicopter to arrive.

Seeing firsthand how critical it is to have good first aid skills and act decisively at an accident scene inspired Tracy to become a Senior First Aid Instructor for St John Ambulance.

Being an experienced trainer and a keen rider, she began to realise that a standard First Aid course didn't go anywhere near covering the vital things motorcyclists need to know. Riders weren't learning about accident scene management to reduce danger to themselves and others. They weren't learning about things that can be done to prevent accidents in the first place or lessen their impact. They weren't learning about what to do for a rider in a full face helmet who had stopped breathing normally or how to move a casualty if absolutely necessary by themselves. They weren't learning about what was needed in a first aid kit for a motorbike rider, or the means for effective communication in remote areas.

The catalyst for starting First Aid for Motorcyclists came about when our club, the Ducati Owners Club of NSW, asked Tracy to deliver training for its members. Knowing she was an accomplished first aid instructor they provided seed funding for her course. Tracy began the many hours of extensive research needed to develop a half-day session.

We weren't trying to create a standard first aid course replete with a certificate at the end of it – there are plenty of first aid course providers. Instead, we were trying to create a punchy course that contained directly relevant information for motorcyclists and the sometimes bad situations in which they find themselves.

The course we developed includes key elements of a standard first aid course combined with new modules written specifically for motorcycle road-related trauma and accident scene management. The course is endorsed by the Australian Motorcycle Council, Motorcycle Council of

NSW, Stay Upright, H.A.R.T., Royal Rehab, Ulysses Club and Skill Master.

THE FIRST FIVE CRITICAL STEPS:

Assess the scene

Take time to assess the accident scene. It can be confusing, confronting and chaotic. You need a few seconds to overcome sensory overload and to identify who needs help.



Check for danger

Look for sources of danger to yourself and others. Do you have other people nearby who can help to reduce or eliminate danger? Ask them to control traffic and bystanders. You may need to move a casualty away from a petrol leak or fire.

Get a response

Determine if the casualty is conscious and responsive. Ask the casualty to stay still, open his eyes and tell you his name. The casualty may be anywhere in a range of consciousness. If you can, get as much information from the casualty as possible to pass on to the paramedics.



Send for help

It is vitally important that you do this as soon as possible. If you have someone with you, get them to call for an ambulance while you continue to assess the casualty for breathing and injuries.

Treat the casualty

Monitor them closely, treat injuries and control major bleeding. If not breathing normally, you need to get the full-face helmet off, clear the airway and commence CPR immediately.

First Aid for Motorcyclists

Tracy: 0408 956 435

Roger: 0427 464 266

E: info@firstaidformotorcyclists.com.au

W: www.firstaidformotorcyclists.com.au

FB: www.facebook.com/FirstAidForMotorcyclists

MOTORCYCLE LICENSING SA

You will need to attend basic and advanced Rider Safe training courses. Upon completion of the basic course you may obtain a Learner's Permit. After completion of the advanced course you may obtain a licence for a restricted motorcycle class. This class only allows you to ride a learner approved motorcycle.

If you do not hold a current driver's licence, you must first pass the theory test at an SA Service customer service centre. You must then undertake the basic Rider Safe course before a Learner's Permit can be issued. Payment for the course must be made at a customer service centre before attending Rider Safe.

If you have not previously held a driver's licence, you must hold your Learner's Permit for a minimum of 12 calendar months if you are under 25, or six months if you are 25 or over, and pass an advanced Rider Safe course before you can be issued with a motorcycle licence.

You will be restricted to an R-Date licence for the first twelve months of your motorcycle licence (refer to the Learner Approved Motorcycle Scheme (LAMS) section).

If you are disqualified on your Learner's Permit and have your permit cancelled you will have to reapply for your Learner's Permit. If your Learner's Permit expired more than 12 months ago you will have to re-pass the theory test.

1. Basic training course

The Basic Rider Safe Course is a pre-licence training course that teaches the basic and advanced skills necessary for you to ride a motorcycle safely on the road.

Training is available at:

St Agnes	Murray Bridge
Millicent	Barmera
Port Pirie	Whyalla.

To take part in a Basic Rider Safe course, you must have a current driver's licence. If you do not have a current driver's licence you must first pass a theory test.

2. Apply for a learner's permit

After you have successfully completed the basic course, you must present the endorsed *Approval to Obtain a Learner's Permit* form at any Service SA customer service centre within 12 months to obtain your Learner's Permit. Failure to do so will result in you having to do the basic course again. The Learner's Permit is valid for two years and you must carry it at all times while riding. (In certain circumstances, a nine-month learner's permit may be issued - telephone 13 10 84 for further details.)

You must complete the advanced Rider Safe course within two years.

3. Advanced training

It is recommended that you have your learner's permit for a minimum of six months before you undertake the RiderSafe advanced training course.

Rider Safe motorcycle training course and permit Fee

Level one, basic	\$351.00
Level two, advanced	\$312.00
Rider Safe learner's permit (only issued for 24 months)	\$59.00

4. Apply for an R-date licence

After successfully completing the Rider Safe advanced course, present your certificate of competency at any Service SA customer service centre to apply for an R-date licence. If you already hold a driver's licence, the R-date motorcycle class will be added to it. If you do not hold a licence, but have held a Learner's Permit for a period totalling at least 12 calendar months and you are at least 17 years old, you can apply for a Provisional licence. This licence is restricted to riding a learner approved motorcycle.

5. Apply for an R-class licence

After riding on a restricted R-date licence for 12 months, you may apply for an unrestricted R-class licence. This licence enables you to ride a motorcycle of any power-to-weight ratio. To have the power restriction removed you must attend a Service SA customer service centre.

Summary

Learner's Permit at 17, minimum 1 year
 P1 minimum 1 year P2 minimum 2 years
 Full licence at 20

Motorcycle Theft and how to stop your pride and joy from being pinched by Graeme Rawlins

I attended a conference last year hosted by the National Motor Vehicle Theft Reduction Council, where I learned about a staggering array of stats on vehicle theft and general activities of criminals in this area.

The statistics on recovery of stolen motorcycles are very alarming. It is a common trend in many countries. Motorcycles and scooters are often stolen from both public parking and home garages. Targeted bikes are often followed home to be stolen at a later time. However, you can reduce your chances of having your bike stolen. Here are some things you can do to prevent your bike from being stolen.

Stop your machine being moved - fit a lock.

When you park your bike secure your chain, disc lock, U shackle, clutch grip etc. and set your alarm or immobiliser. Seems obvious, but the figures show that many riders do nothing when they park their motorcycles. You need to at least engage the steering lock and any other manufacturers' security device that is fitted to your bike.

Do your research and consider fitting a tracking device.

Not everyone can afford one of these but several good arrests have been made and high-value motorcycles recovered last year because a tracking device was fitted. There are now quite a few on the market and some are reasonably priced. It is, however, important that research is done and comparisons are made as to what they individually offer as their specifications vary. Ask about any successes in previously tracing and recovering stolen vehicles.

Finding stolen bikes on the move is rare. Signal penetration is important particularly if a stolen bike is hidden in a van, container or building. Ultimately the machine's static location needs to be located before there's any chance of the police effectively becoming involved.

Thieves will usually 'park up' the stolen machines for a few days if they suspect a tracking device is fitted to see if a signal has been sent and the machine recovered by police.

Secure your keys and garage.

Garage thieves work mainly at night. Whether your garage has been seen by thieves as one to burgle, or you have been followed home in order to see where you park the bike, your garage may become a target, so make sure it is secure.

Garage alarms, strong doors, secure windows and ground anchors should all be considered because an easy entry into your garage can give thieves both cover and time to remove anything inside. Always use your secondary security even inside your garage.

Consider where you leave your keys. Thieves will often break into your house to get the keys and just ride away. Modern immobiliser technology is difficult to circumvent, and thieves will often risk confrontation to get to your keys. If yours are hanging on a hook in the hallway, you may wish to reconsider where you keep them, and, if you store your keys in close proximity to your vehicle, the immobiliser may be ineffective at home.

Don't leave your bike outside your home at night, but if you do, make sure it is covered and the alarm set.

Mark your machine with both overt and covert marking.

There is divided opinion as to why you should mark your machine with covert markings, invisible DNA and stickers showing this has been done. Whilst it does not prevent your bike being taken, it is a proven deterrent. Machines have been successfully stopped by police and marks found have established ownership and theft.

Cover your bike when parked.

Recent local police initiatives have shown that bike covers can be a useful anti-theft device. They are easy to carry and do not overtly advertise the fact that your machine is valuable or worthy of being taken.

Fit an ignition cut-out switch.

Many attempts to take machines by starting and riding them away have been abandoned by thieves where owners have devised their own individual security such as cut-out switches that prevent the engine being started.

HD & IP CCTV cameras, recorders and monitors.

CCTV systems are becoming more popular and can keep you informed as to what is happening around your home, garage and garden for relatively little money. Used proactively, they can inform you by alarm of activities at your garage or simply record and store movement outside your house for your information. If a burglary occurs and property is taken, any useful pictures taken by the camera recorder could establish who the culprits are and be given to the police for their investigation. The quality of some of these cheaper models, however, has made identification difficult, so do your research and make sure you have good quality camera vision.

Portions of this article taken from the UK article Bike Social

LANE FILTERING - A LONG OVERDUE REFORM by Ebi Lux

Lane filtering is the simple act of a motorcycle riding between lanes of slow-moving or stationary traffic. Currently, lane filtering has been legalised in Qld, NSW and Victoria. SA and WA are in the process of preparing legislation to fall in line with the eastern states. In SA at the moment, no penalty exists for lane filtering, hence it is not an illegal practice, but you can be charged with at least four other traffic offences such as failing to indicate when changing lanes and riding without due care. In order to stop the confusion, motorcycle lobby groups across Australia have been pushing for legalised and clearly defined lane filtering legislation for many years.

South Australians have a national reputation of being impatient drivers. We change lanes at every opportunity if there is a possibility of gaining one car length advantage. Similarly we refuse to make space for merging traffic and get upset when another vehicle squeezes into a space ahead of us. Now we are asking the Government to approve a practice which will allow motorcyclists to filter through traffic and avoid the long queues car drivers face on their daily commute.

Finally, the government has seen fit to consider introducing legislation to approve lane filtering in line with the other states. The question we must ask is: 'Why has it taken so long for this to happen?'

Firstly, successive governments have paid lip service to road safety. We have had a succession of Road Safety Ministers appointed so that the office could have been fitted with a revolving door. This means that the minister tasked with reducing the road toll was never in the job long enough to deal with important issues and so lane filtering was not given due consideration.

Secondly, road crash statistics did not seem to indicate a serious safety issue with motorcycles being held up in heavy traffic. (99.5% of rear end collisions are **not** the fault of the motorcyclist – CASR 2005.)

Thirdly, and tied up closely with the previous issue, accident data collection left a lot to be desired. In major international studies there has been no distinction between lane filtering and lane

splitting. (splitting is sharing the same lane whilst travelling at speed). Australian data collection has also been poor. There have been ongoing issues in deciding if sideswipe incidents due to cars changing lanes is attributable to filtering or not. Even with the best intention, data to support or refute filtering is often unavailable due to post-incident confusion and our need to determine fault rather than the cause of the problem. Put simply, our insurance claim depends upon deciding who was at fault in a traffic incident. Once that has been determined no further investigations are deemed necessary. Therefore facts and figures are distorted and unreliable in mounting a case for or against lane filtering.

Our previous Minister for Road Safety declared that he was not willing to accept data from the NSW pilot study on filtering. Rather, he would have us do exactly the same research, but then he failed to implement a study programme to do just that.

So what has changed now?

The very basic answer is that the road safety strategy has stalled. Fatalities and serious injuries have plateaued and, for motorcyclists, have risen sharply. A quantum leap in thinking is necessary to improve road safety. Suddenly those small and relatively insignificant numbers become significant.

Add to this a department and minister who are listening to motorcyclists, and we have the environment for improvements to road safety. We have been lucky. Finally the many, many years of lobbying by a very large, dedicated team of people is coming to a conclusion. This year we have seen many changes in our legislation, some good some not so. European standard helmets have been accepted, lane filtering looks like being introduced. On the negative side we are now also allowed to cross unbroken white or yellow lines and that is a catastrophe in the making.

DON'T FORGET

2016 TOY RUN

11 DECEMBER

INFO AT www.mrasa.asn.au

TOY RUN REPORT

Well, we are just about ready for the 2016 Toy Run. At the time of writing we are chasing up last-minute details and making sure that we haven't forgotten anything.

This is our 38th Toy Run. Who would have thought when it started all those years ago that it would still be happening now? Some people have been to every one and have the badges to prove it. If that's you then we'd like to hear from you.

The day has been designed to cater for all riders and all needs. If you just want to go on the ride, Drop and Go, or spend the day at Callington, that's fine. Enjoy the ride and the day, however you manage it. Just remember a few things for safety first:

Ride behind marshals - Please remember that many children have been waiting on the side of the road to see Santa for some time. In the interests of their safety, riders are asked not to pull in between the SAPOL escort and marshals who ride behind Santa.

High Fives - Moving motorcyclists giving high fives (side fives really) to stationary spectators is strongly discouraged. There is a high risk of injury to the spectator.

Lolly Throwing - The MRA would appreciate it if riders did not throw lollies at children on the footpaths. Our concern is that children will run onto the road to retrieve lollies and be hit by riders following. Riders may want to pull over and hand out lollies or pull over and drop them on the foot path. Please don't let them fall short.

Dogs - Dogs will **not** be allowed at the Callington Oval at the Toy Run. Do not bring your dog to the Toy Run; they are a risk to others, especially children.

Thanks to all our sponsors and supporters. You will find a list of logos on the back cover of this edition of Centrestand. And a special thanks to all the volunteers who make the event happen, from organising and planning, to setup, to managing the day, and finally to closing down the show. The event couldn't happen without you. If you think that you might like to help out, call Cathy on 0408853380 and she will find a job for you.

Operation Safe Hills 2016/2017

Operation Safe Hills started on Saturday, October 29, as police aim to reduce fatal and serious injury collisions in the Adelaide Hills area. SA Police will be using dual direction speed cameras deployed covertly and will also make frequent changes to camera locations during each shift. Operation Safe Hills will be conducted through the Hills, Barossa, South Coast, Holden Hill and Sturt areas until 30 April 2017.



Superintendent Billy Thompson, officer in charge of Traffic Support Branch, says the warmer months of the year bring an increase in motorcycle fatalities and serious injury collisions. The lighter evenings and finer weather traditionally bring out more motorcycle enthusiasts on rides through the Adelaide Hills. Supt. Thompson said that after the long wet winter, motorcyclists will need to take longer to re-acquaint themselves with the skills required to safely ride a motorbike.

While most riders do the right thing, there are some who treat public roads as a race track, endangering the safety of themselves and other road users. SA Police main targets are the reckless motorcyclists who think racing on our roads is a game which they selfishly persist in playing, without a care for the safety of your family, your children or your friends.

Across the state, motorcyclists represented 13 per cent of fatalities and 15 per cent of serious injuries over the past five years*. "Most motorcycle crashes involve leaving the road out of control, followed by hitting a fixed object. These things occur when riders have lost control and that can happen to even the most experienced rider", said Supt. Thompson.

* Statistics taken from SA Police website.

BASIC MOTORCYCLE MAINTENANCE COURSE

The MRA has had discussions with TAFE lecturers regarding the availability of short term basic motorcycle maintenance courses.

TAFE advised us that a course could be offered if there were enough expressions of interest. Your responses to date have been positive, with many expressing interest in such a course.



The lecturers are now in the process of putting together a proposal for the course to become a reality. Under consideration is a short 4 to 10 week course which would be moderately priced. The course would be held at the fully equipped motorcycle workshop at Regency TAFE conducted by lecturers responsible for training industry motorcycle mechanics.

The course content would be limited to basic maintenance and servicing including identifying worn bearings, brakes and head-stem bearings, basic electrical issues and how to do a safety check on your bike.

Thanks to all, and watch this space for further news or check out the MRA website.

If you are interested in taking part please contact Cathy on 0408 853 380 or email the MRASA Secretary

Graeme Rawlins

ITS, BIKES, ACEM, EUROPE

The European Association of Motorcycle Manufacturers (ACEM) has established a Memorandum of Understanding (MOU) between its members to agree on the harmonised implementation and deployment of safety-relevant Cooperative Intelligent Transport Systems (C-

ITS)* on Powered Two Wheelers (PTWs) in Europe.

The MOU is an expression of the individual and collective commitment of the ACEM manufacturing members to aim for PTWs to achieve electronic conspicuity in collaboration with other vehicle manufacturers.

This MOU also builds on a similar commitment of the C2C Communication Consortium ** to realise a shared objective to the benefit of everyone.

The ACEM manufacturing members agree to initiate deployment of safety-relevant cooperative ITS on PTWs in Europe and agree to have at least one of their models available for sale with a C-ITS, either as standard equipment or as optional equipment, by 2020.

Initiation of market introduction requires the finalisation of ongoing activities on standardisation, validation and field operational tests. It also requires the finalisation of a number of related activities in other industries, including infrastructure organisations and authorities.

** Cooperative ITS is defined as a network of systems in which communication partners (vehicles, traffic infrastructure and/or service providers) provide and/or exchange information (i.e. 1- or 2-way communication).*

*** Memorandum of Understanding for OEMs (original equipment manufacturers) within the CAR 2 CAR Communication Consortium on Deployment Strategy for cooperative ITS in Europe.*

**NEXT BLOOD RUN
Saturday January 14 2016**

8.30am Roll-up, 8.45am Departure

**For the Regent Arcade Blood Centre from
The Avenues Shopping Centre
Payneham Road, Stepney**

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

AUTONOMOUS VEHICLES & MOTORBIKES – THE ROAD AHEAD

Self-driving technology promises to pretty much transform the auto industry as we know it. It may also change the business of selling motorcycles – but in a very different way.

It all comes down to safety, according to Karl Viktor Schaller, head of development at BMW Motorrad. When robots are at the wheel, far fewer bikers will die on the road, which won't be lost on all those people who pine for a motorcycle but have always been too scared to buy one.

"It would mean a dramatic enhancement in safety for the motorbike," Schaller said. "And it would guarantee a wider user group."

The math is as straightforward as it is compelling. Consider a left turn on an American road: a vehicle turning across a lane of opposing traffic has little to do with the bike rider, but it is one of the most dangerous things in motorcycling. When motorcyclists die on the road, this is how it happens one out of five times, according to crash statistics from the National Highway Traffic Safety Administration (NHTSA).

This year, about 1,000 riders in the US will lose their lives due to the left turns of others. Cars travelling in the same direction as the motorcycle often don't notice the bike overtaking on the left. Cars making a turn while coming from the opposite direction either fail to see the oncoming bike or misjudge its speed.

Robot cars, in theory, won't make either of these mistakes. At first, they will be able to "see" the motorcycle with sensors or radar and either alert the driver or actively prevent the vehicle from cutting off the bike.

But that's just the beginning. Eventually, motorcycles will "talk" to all of the other vehicles on the road, constantly reminding them where they are, where they are heading, and at what speed. "We can use that to build an electronic safety cage around a motorbike," BMW's Schaller said.

Once every aspiring biker realises that the driver next to him or her isn't an existential threat, sales will climb in some places. Xavier Mosquet, a

senior partner at Boston Consulting Group, said the bike boost will be most pronounced in markets such as the US, where people ride for fun, and in China and India, where many choose motorbikes because they are relatively inexpensive transportation.

Conversely, in such places as Europe, where motorcycles are often the best way to avoid traffic, self-driving cars may actually dent sales, according to Mosquet. If all goes as planned, there will be fewer tie-ups or accidents, less rubbernecking, and thus less to be gained by jumping on a bike and splitting lanes of standstill traffic.

"I think it's going to depend on the motivation and the location," Mosquet said.

Nevertheless, for motorcycles and the companies that make them, self-driving cars can't come soon enough.

Fatalities for US drivers have surged in the past 18 months. Last year, traffic deaths in the US climbed by 7.2 per cent, the largest uptick since 1966. Fatalities were up by a further 10.4 percent in the first half of this year. NHTSA chief Mark Rosekind called the increase in driving deaths "an immediate crisis."

A disproportionate number of these fatalities are motorcycle riders, as revealed by one shocking statistic. While bikers account for less than 1 per cent of vehicle miles travelled in the US, motorcyclists suffered 14.2 per cent of all traffic deaths in 2015.

The biggest problem is that Americans are driving more, thanks to a bullish labour market and cheap petrol. But even on a per-mile basis, the death rates are alarming. NHTSA said the culprit is an influx of younger drivers who are both inexperienced and more inclined to be reckless. Distraction is a problem as well. An estimated one in 10 fatal crashes is caused by not watching the road, though the real number could be far higher than the data suggest.

One NHTSA official said distraction is difficult to measure after the fact, unlike blood-alcohol levels. But the proliferation of smartphone technology and texting has often been cited as a potential cause.

It's hoped that autonomous cars will reduce these terrible numbers. And if these self-driving cars embolden a new wave of easy riders, they'll start showing up soon. Mark Reuss, product development chief at General Motos Co, said new cars will be "mostly in charge" of driving by 2020 and fully in control by 2025. Tesla Motors Inc CEO Elon Musk has a similar forecast: he thinks half of all cars made in 2022 or 2023 will be fully autonomous.

Self-driving motorcycles, meanwhile, may be farther off. Yamaha Motor Co, which is developing a bike-riding cyborg dubbed Motobot, estimates they will lag self-driving cars by at least a decade. But autonomous features will help motorcycle riders far sooner. BMW envisions a suite of systems that map the road ahead and alert the rider to curves and conditions. If the bike calculates that it is going too fast for upcoming terrain, it can warn its pilot.

The trade-off for cars getting safer is that it may make riding in them dull. But biking will be safer while remaining fun. Riding a motorcycle will be, well, riding. Riding in a car will be largely about checking e-mail and catching up on Game of Thrones.

"We are not about going from A to B," Schaller said. "Motorbikes are about going from A to A. Our business is pleasure."

Courtesy The Australian Financial Review 10/11/16

ACC MOTORCYCLE PARKING TRIAL

Since February 15 this year the Adelaide City Council has been trialling motorcycle and scooter parking on designated footpath areas to cater for existing parking demand, and to also encourage more people to come into the city by motorcycles and scooters. The two locations selected are:

- Victoria Square / Tarntanyangga (north-west corner)



- Light Square / Wauwi (western side, just south of Currie Street)

Q. How will motorcycle and scooter riders access the designated trial parking areas?

A driveway access point is located adjacent to the designated motorcycle trial parking area in Light Square to assist with safe access, and will not impact on pedestrian movements. The Victoria Square trial location has a service road, which will be used by motorcyclists to access the parking area. Motorcyclists are not under any circumstances permitted to ride along the footpaths.

Q. How will the motorcycle and scooter areas be designated?

Motorcycle and scooter riders can only park in the designated footpath areas. Signs will delineate the area where you can park your motorcycle. During the trial period any motorcycle or scooter found parked outside of the designated footpath area may be issued with a fine of \$91 in accordance with Australian Road Rule 197. Fines may also be issued by SAPOL, which would attract an additional \$60 victims of crime levy.

Q. Will there be interactions between people riding motorcycles or scooters and pedestrians?

The locations selected for the trial do not require motorcycles or scooters to cross footpath areas or pedestrian desire lines. Unlike the recently changed laws regarding riding bicycles along footpaths, riding a motorcycle or scooter on a footpath is an offence.

Q. Will the parking be free, and will there be time limits imposed on the parking?

During the trial, the motorcycle and scooter parking will be free, consistent with all other on-street motorcycle and scooter parking in the City of Adelaide. There will be no time limits during the trial, but this may be reviewed in the future as part of a broader on-street motorcycle parking review.

For more information contact the Adelaide City Council Customer Centre on (08) 8203 7203

AUTOMATED VEHICLE TRIALS

The National Transport Commission (NTC) has released a discussion paper, *National guidelines for automated vehicle trials*, calling for input into the key elements needed to support automated vehicle trials.

Ministers at November's Transport and Infrastructure Council meeting agreed to a series of reform initiatives over the next 24 months designed to facilitate increased testing and trialling of more automated vehicles, ensure increased confidence in safe performance of more automated vehicles under Australian conditions, provide clarity over insurance coverage in the event of a crash, and develop a more responsive performance-based approach to the regulation of more automated vehicles.

These initiatives are outlined in a policy paper entitled *Regulatory reforms for automated road vehicles* which was issued in November by the NTC. Chief Executive of the NTC, Paul Retter, said that removing regulatory barriers will maximise the benefits of automated vehicles, including improved road safety, freight productivity and reduced road congestion.

"Inconsistent rules, regulations and application procedures for automated vehicles are potential obstacles to deploying this disruptive technology in the future," Mr Retter said. "Our goal is to identify and remove regulatory barriers, and avoid a patchwork of conflicting requirements in different states and territories."

The phased reform program has been based on the analysis of market trends so that conditionally automated vehicles can operate safely and legally on our roads before 2020, and highly and fully automated vehicles from 2020.

Initiatives to commence over coming months include:

- developing national guidelines to support automated vehicle trials
- clarifying who is in control of a vehicle with different levels of driving automation
- developing a comprehensive performance-based safety assurance regime for increasingly automated vehicles
- removing regulatory barriers in Australian Road Rules and other transport laws that assume a human driver.

These initiatives will help to facilitate the testing and trialling of automated vehicles and prepare for their safe deployment on public roads in the future.

Australian transport ministers have reaffirmed the existing policy position that the human driver remains in full legal control of a vehicle that is partially or conditionally automated, unless or until a new position is developed and agreed.

This concludes a one year project to research the barriers to automation, consult extensively with stakeholders and develop recommendations to support future reform. Later this month the NTC will release a discussion paper seeking feedback on the development of national guidelines for trials of automated vehicles as the first stage of reform.

Input into the guidelines can be provided until 4pm Monday 16 January 2017 via the NTC website. In partnership with Austroads, the NTC will present recommendations on guidelines to transport ministers at the Transport and Infrastructure Council meeting scheduled for May 2017.

It is important that motorcyclists contribute to the development of these trials to ensure that automated vehicles have the capacity to recognise motorcycles whether they be alongside, in front, or approaching from ahead or either side...Ed.

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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.

TOY RUNS IN SOUTH AUSTRALIA

North Yorke Peninsula – 22/11 Run by NYP Veteran and Vintage MCC. Kadina/Port Wakefield/Ardrossan & Arthurton. Raised \$806.50 for the Vinnies.

Roxby Downs - Saturday 26th November 2016. Run goes from Roxby Downs to Andamooka then the Tucker Box for lunch.

Port Pirie – 30th Annual Paul Gianini Memorial Toy Run Sunday 27th November 2016. Hosted by the FTMA Port Pirie. 9am departure from Ellen Street, Port Pirie. Ride ends at Flinders View Park. Live Music – The Jukebox Boys 11am til 2pm.

Riverland - Sunday 4th December 2016. Hosted by the Ulysses

Mallee Branch, the Toy and Tucker Run is an annual event.

Limestone Coast - Saturday 3rd December 2016. Starting at 1. Caltex Service Station, Stewarts Tce Naracoorte. 2. Library Car Park, Millicent. 3. Market Place, Mount Gambier. Meet at Shell Road House Penola and depart at 10.30am for the Market Place, Mount Gambier. 11.30am to Valley Lake donations to St Vincent de Paul Society. It is recommended that toys be aimed at children aged 5-15 yrs. Preferably no soft toys. BBQ lunch and drinks. Info: call Rory McEwan 0417 803 627 or Gerry Kroon 0428 352 838.

Adelaide – 11 Dec 38th Annual Toy Run presented by the Motorcycle Riders' Association of SA Inc. Meet at Victoria Park Clipsal Track from 8am, leave for Callington Oval at 11am. All donations to the Vinnies. Food, trade stalls and band at Callington – The Incredibles. Plenty of stable bike parking on site.

MRA COMMITTEE

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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	

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