

# CENTRESTAND

March 2017



## THIS ISSUE

RIDDEN ON RIDE

LANE FILTERING

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RANT

AGM REPORT

SMART CAMERAS

Let those who ride decide



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

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



**EDITORIAL**

**Harald Lindemann**

For the past year the MRASA has been a regular guest on 'Motochat', a Sunday morning on Coast FM 88.7 program hosted by Geoff Groth. This program featured a number of guests talking about their areas of motorcycling interest. From classic bike clubs to motorcycling politics, from Toy Runs to club rides, no topic was left alone.

An engaging feature of the show has been the repartee between the guests and the host who has a genuine interest in and an enthusiasm for all things motorcycling.

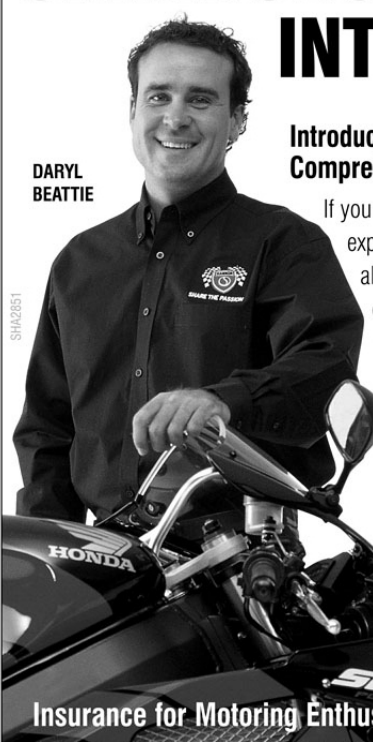
Unfortunately the program is due to be axed due to surveys which show that, interesting though it may be, not many motorcyclists are listening, and it has been getting more and more difficult to get guests onto the show to talk about their bikes, rides and other motorcycling passions because on a beautiful Sunday morning, where are the motorcyclists? They are out riding or organising rides.

So, if you want your own motorcycling program, maybe moved to a different, more accessible time slot, ring the station and let them know that you will be listening - 8371 5887

Ride Safe, Harald


## SHANNONS IS NOW INTO BIKES.

**DARYL BEATTIE**



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## **PRESIDENT'S REPORT**

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Thank you to all the members who voted at the AGM. You voted in large numbers, both in person and by proxy, to return the outgoing Committee.

Thank you for your support of the Committee and thank you for returning me as President for another year. It is an honour. Graeme Rawlins has become our Vice-President, Angela McClelland returned as the Treasurer and Cathy Lux was returned as Secretary. The AGM report in this Centrestand has more detail.

As a result of the attempted takeover of our Association, we have decided to make a few changes. One of the things that became obvious to us is the need to update our Constitution. To help this happen we have formed a sub-committee to review the Constitution. If you have some ideas, now is a good time to talk to us. If you want to be involved, give me a call or come along to a meeting (updated details of meeting dates and times are on our website). We are planning on printing updates in later editions of Centrestand throughout this year. A Special General Meeting may be called to vote on a new Constitution or it may be an agenda item at the next AGM.

In a step forward, lane filtering is now recognised in South Australian Road Rules. Graeme has published some great resources on our web site. I encourage every rider to read his update. I appreciate the recognition by the Minister of our work on this topic but no one person or group got this through. Lane filtering needed to be legislated to bring SA in line with the other states for National Road Rules. The same was true for the changes to the helmet legislation. What we did was ensure the road rules were workable and were a step in the right direction.

The DVD library in the RAH, created by the MRASA 4Bs, is coming to an end. The new RAH has different options for injured riders and space appears to be limited. As this magazine is going to print I have a meeting with the RAH Volunteer Coordinator to plan the transition and look at how we can best help injured riders in the hospital.

The footpath parking trial in Adelaide CBD is a success. Adelaide City Council is great to work with and is about to announce the next stage of this initiative. The only downside is the number

of street motorcycle parking bays that have been removed. We continue to discuss the parking options with the Adelaide City Council. One thing to be aware of is the number of timed motorcycle parking bays around the city. Please check the signs when you park. Don't assume all motorcycle-parking bays are all hours or unlimited time.

Phil McClelland      President MRASA

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## **RIDDEN ON RIDE 2017** by Graeme Rawlins

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The 2017 Ridden-On Ride (ROR) had fewer numbers this year; perhaps the weather put some off. The ROR is an opportunity for riders (and non-riders) to remember those (usually riders) who have passed on.

Three showers blew through while we gathered in the car park of the Victoria Hotel. A strong wind meant they didn't last long. SAMRATS ride leader Ken delivered the usual ride address, followed by a confirmation that this was an event officially recognised by the Royal Flying Doctor Service (RFDS). The MRA is pleased to continue supporting the RFDS, donating the proceeds of the annual ROR badge sales.

The ride departed shortly after 10 a.m. with three experienced corner marshals and a tail-end Charlie. We had a few raindrops early on, but it cleared up for a fine but windy ride through to Myponga for a short break. The group headed off together for the final leg into Second Valley.

After assembling in the cove, Justin delivered a non-denominational service that resonated with all riders. A number of riders then took the opportunity for a private moment by the water for their own personal reflection on friends and family who have left us.

The usual ride into Victor Harbor via the Delamere Road was abandoned due to the high winds, and many regrouped back at the Yankalilla Bakery. A good ride, a great day out, good friends and a worthy cause. Thank you to those who supported the event and/or bought a badge.

### **Upcoming Ridden On Rides**

Flinders Tourers Memorial Ride TBA

Mid-North Sept 23 Details TBA

RANT Memorial Ride September Details TBA

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## NATIONAL ROAD RULES – APRIL 2017

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The MRASA supports national road rules bringing consistency across borders. Each state can introduce new legislation that often does not conform to the rest of the nation. Lane filtering laws are a prime example of this, where there are minor differences in each state. It is difficult for every rider to be across every minor difference when travelling interstate. This is why it is important to have consistent laws across the nation.

The MRASA actively supports the work of the AMC which is now well-positioned to represent all riders and lobby at a national level to achieve uniformity. This is a lengthy process and is now gathering momentum; you may have noticed some activity in the media on this. The National Transport Commission, together with the Australian Road Rules Maintenance Advisory Group, are players at the national level.

(from the MRASA website)

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## MRASA GENERAL MEETING

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The MRASA wishes to advise our members there will be a General Meeting held on Monday 29th May 2017 at 7pm at the Motorcycling South Australia (MSA) Hall, 251 The Parade, Beulah Park.

The MRASA needs to hold two General Meetings every year, and this will be the first one. Another will be scheduled around September.

This is an opportunity for members to bring up any issues that concern them regarding the direction of the MRASA and to discuss issues on which the MRASA is working.

A detailed agenda for the meeting will be posted on the meetings page of the MRASA website prior to the General Meeting. Any member wishing to have items placed on the agenda can do so by contacting the President or Secretary of the MRASA by email (check the web page) or by phone (see page 13).

We welcome all people interested in attending our General Meetings

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## AMC ON THE RADIO, VMC IN THE NEWS

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On January 2 this year Shaun Lennard, the Australian Motorcycle Council (AMC) Chairman, did a pre-recorded interview for the ABC's 'The World Today' on the national motorcycle road toll for 2016. This formed part of a report on the national road toll.

Among the points Shaun made were:

- This comes at after many years of declining deaths, so it may be seen as a 'spike', but is nevertheless a concern.
- The high number of unlicensed/unregistered riders in at least one jurisdiction (Victoria).
- Overall deaths also increased in 2016 (based on BITRE (Bureau of Transport and Regional Economics) figures to November 2016), with cyclists up 10%, pedestrians up 8%, drivers up 17%, yet passengers down 17% - the latter two (up for car drivers; down for passengers) demonstrating how fickle single-year data can be.
- The lack of a national approach, particularly since the demise of the Motorcycle Safety Consultative Committee in 2012, and the need for a national motorcycle safety strategy.

On the upside, Shaun re-emphasised that the fatality rate had been declining for many years up to the end of 2015, and that changes in pre-licence training were being implemented in many states.

The MRASA is supporting the AMC to kick off the year with a renewed approach to getting motorcycle transport policy and safety on the Federal Government's agenda.

In addition, Rob Salvatore of the Victorian Motorcycle Council was also interviewed by Victoria's ABC News regarding motorcycle refresher courses. The MRASA fought for over a decade to bring a refresher course to South Australia, which from September 2015 has become a reality. Details of the Returning Rider Course are available from the MRASA website.

## AGM 2017 REPORT

The 2017 MRASA AGM was held on Sunday February 5th at the hall of Motorcycling South Australia on The Parade, Norwood.

About 35 members were in attendance and another 80-odd members sent their proxy notices to the meeting, most of which were nominated to be exercised by the President, Phil McClelland.

Membership eligibility and the veracity of the proxy notices were checked by Cathy Lux, MRASA Secretary, and Graeme Rawlins, MRASA Membership Officer.

Peter Mount, a former MRASA President, Australian Motorcycle Council Representative (and Chairman) and the holder of a variety of MRASA Committee positions over the years was elected as the Returning Officer for the election.

Reports regarding the previous year's activities were presented by the officers of the Association with questions and comments accepted from the floor.

Peter gave an overview of the roles of MRASA Committee members and proceeded with the election. Most positions were filled without opposition except for the position of Vice-President, which was contested. After speeches by the candidates, Graeme Rawlins was elected as Vice-President by the meeting by an overwhelming majority. (See page 20 for a complete list of the 2017/18 Committee.)

This meeting, unlike other AGMs, had been building up to be a fairly controversial meeting. The MRASA had over the last few months been under attack from motorcyclists from outside the organisation. (This had been commented upon in the December issue of Centrestand and members had received some further information with the notice of election that had been sent out.)

There had been threats that members of the Facebook group Ride 2 Review would join the MRASA en masse and take over the organisation at the AGM. This threat had been countered by the Committee carefully vetting all new memberships. Then there were threats that members of Ride 2 Review would deliberately disrupt the AGM. This became a concern to Committee members so

steps were taken to ensure that only financial members were allowed entry to the meeting and in the end there were no problems. The threats went off like a damp firecracker and we all learned something about managing a meeting of more than the usual handful of people.

The meeting discussed the issues involving the problems between the MRASA and Ride 2 Review. Ken King (SAMRATS Coordinator) gave a particularly impassioned speech in support of the status quo within the MRASA, referring to the value of the work of the MRASA, in the past and present, on behalf of motorcyclists in South Australia.

Phil McClelland, in his first act as the incoming President, expressed how thankful he was for the number of members who took the time to become involved in the election, in person and by proxy. Phil said their actions supported and confirmed the activities and direction of the MRASA Committee, both with our Association and on behalf of SA motorcyclists. He said that the MRASA needed to continue to be relevant to motorcyclists in the short and long term and needed to take notice of all criticisms aimed at it from within and from outside the organisation. He noted that over the coming year he meant to attend to those criticisms in a positive way, which could only make the organisation, stronger, more transparent and seen to be more relevant.

He then thanked everyone for their attendance and closed the meeting.

*Ed. It should be noted that many of the motorcyclists who put in nominations for membership at the urging of R2R have since cancelled their nominations or ignored our requests for a discussion to clarify their intentions regarding becoming a member of the MRASA.*

**NEXT BLOOD RUN  
Saturday July 1 2017**

**8.30am Roll-up, 8.45am Departure**

**For the Regent Arcade Blood Centre from  
Unley Shopping Centre  
Unley Road, Unley**

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

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## THINK MAC THINK SAFETY

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The Motor Accident Commission (MAC) is South Australia's leader in road safety behavioural change and education, and is dedicated to the safety of all South Australian road users. MAC provides funding for research and projects that aim to reduce the number and impact of road injuries and deaths.

Road safety consists of, and relies upon, a combined effort of different South Australian organisations. MAC's key partners in road safety include SAPOL, Department for Planning, Transport and Infrastructure, Centre for Automotive and Safety Research and the RAA. **MAC is the Major Partner of the MRASA Toy Run.**

The new MAC resources on their website, developed in consultation with the Motorcycle Riders' Association of SA, share important safety reminders to help reduce the number of motorcycle crashes including tips on getting motorcycles road-ready after winter. There are also 'gear up' tips for riders and protective tips for pillion passengers.

"Motorcyclists are more vulnerable on our roads because they are more exposed, so wearing the right gear can be the difference between a nasty fall and injuries that prevent you from riding again," said Mr Cornish, MAC's General Manager of Road Safety.

"MAC is encouraging motorcyclists to do everything they can to help ensure they can be seen more easily by others. This means wearing bright, reflective clothing including your helmet. When other road users around you are focused elsewhere on busy roads, you can take some positive steps towards boosting your visibility."

MAC is also airing its popular Mick Doohan safety campaign featuring the five-time 500cc World Champion sharing 'No Place to Race', 'Gear Up' and 'Black Spots Intersection' messages.

Mick Doohan became MAC's motorcycle ambassador in 2009 following research amongst motorcyclists that determined it was imperative to have messages coming from a credible, reliable source that understood motorcycling. Mick's

legendary status amongst motorcyclists made them sit up and take notice of MAC's award-winning campaigns that have been commended worldwide and which have chalked up more than 2.5 million views on YouTube.

Director of Trauma Services and a senior consultant at the Royal Adelaide Hospital, Dr Bill Griggs, said wearing the right gear could prevent or reduce many of the most common rider injuries.

"We see many injuries from motorcycle accidents and they are significant injuries that can have long term consequences. There is no question that protective clothing helps shield riders over and above their normal clothing", said Dr Griggs.

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## TOY RUN REPORT

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The MRASA Toy Run Committee is up and running for the 2017 event with the usual suspects filling the positions. Anyone interested in joining the committee and contributing to the event with ideas and unpaid slave labour should give the MRASA Secretary, Cathy Lux, or the Toy Run Coordinator, Harald Lindemann, a call.

Something important to note for this year is that we will be changing the date of the Toy Run. For a good many years the Toy Run has been held on the second Sunday of December. This was chosen as way of getting people to remember the time of the event rather than having everybody remember a new date every year. This has worked really well to date.

Now we have had to change things. Due to the timing of other events around the same time and to avoid clashing with another event held at Victoria Park on the same day, and after intense negotiations with the Adelaide City Council and other event holders, we have agreed to hold this year's event on the first Sunday in December; that is, **December the Third**.

So put the date down in your diary for this year and tell everybody you know who will want to attend the Toy Run. We don't want anybody to miss out because they got the date wrong because they weren't informed. There will be more chances to get the date right later this year with posters and radio reminders. Keep listening and remember, Sunday December 3.

## CONSENSUS COMING ON ROAD RULES

National road rules, including lane filtering, are being discussed now and are likely to be put out for public discussion in July with consensus expected by November.

The disparity of road rules between states is exemplified in the recent introduction of lane filtering.

It is now permitted in Queensland, NSW, Victoria, South Australia and is still on trial in the ACT, but expected to be implemented soon. However, the rules vary slightly from state to state. For example, Queensland is the only state to allow edge filtering and use of bicycle storage boxes. So which road rules do we want and which ones do we want changed?

Unfortunately, there doesn't even seem to be much consensus between rider groups. For example, some groups in other states would like edge filtering, but there are even riders in Queensland who believe it should be banned.

Australian Motorcycle Council representative Guy Stanford has been invited by the National Transport Commission to address the Australian Road Rules Maintenance Advisory Group which is attempting to make road rules uniform across all states. So what set of road rules would the AMC like to see?



Guy and his V-Strom

“The problem is that rider groups with a good relationship with government are often unable to disclose documents or meeting discussions until agreements are reached,” Guy says. “It can work against riders if the negotiation position is telegraphed in advance. Wildcard publication of

wants can make things difficult, as that can waste time and distort negotiation.”

Guy says how each state drafts their lane filtering (and other roads rules) can often be more about local politics than achieving sensible outcomes. “A wildcard submission in one state can be good or bad, but usually only a problem in their locality with little effect elsewhere,” he says.

“Hubris can be the big hurdle.”

*Courtesy Mark Hinchcliffe 25/4/2017 motorbikerider*

## ADELAIDE CITY COUNCIL FOOTPATH PARKING.

The MRASA has been working closely with the Adelaide City Council (ACC) on footpath parking. Our members have been monitoring use of the two trial sites located in Victoria Square and Light Square. Our data indicates that the site occupancy rates have been very high, especially during the warmer months, vindicating the time and effort MRASA members have spent in pursuing and promoting this issue through discussions and our website information.

As we know, the ACC needs solid evidence to justify its activities. To this end, businesses near the trial parking sites have been surveyed as to the effects upon them of footpath parking. Accurate occupancy counts have also been commissioned.

We are pleased to advise that the ACC is now in a position to expand the number of footpath parking sites in the near future and will enhance on-site information of other parking locations.

As a council member stated, they are keen to promote alternative inner city transportation, and motorcycles are an important part in helping to reduce congestion.

These are longstanding policies of the MRASA and we are keen for the ACC and its business and residential communities to maximise any benefits made possible through the cooperation of responsible motorcyclists.

Ebi Lux  
MRA Road Safety Officer

## **CALL FOR INTERNATIONAL REGULATIONS ON AUTONOMOUS VEHICLES**

Technology company Continental has called for clarity on data regulations for active vehicle safety. It says it is working hard on the development of systems and solutions designed to act as 'electronic chauffeurs for drivers'.

Continental welcomes the discussion initiated by the G7 countries aimed at developing a standardised legal framework, but calls for international – not merely national – regulations. The company also recommends the development of reliable radio networks for sharing data among the vehicles and infrastructure as well as clear rules for ensuring unambiguous dialogue between cars and drivers in challenging traffic situations.

"Further technological development depends on a modern legal framework," says Kurt Lehmann, corporate technology officer at Continental, warning against the application of outdated legal provisions. But although the aim of "Vision Zero" is zero road deaths by 2050, the current legal texts do not take into account the various issues surrounding the use of intelligent vehicles. "We want accidents to be a thing of the past, but this will remain purely a Utopian vision as long as the road traffic acts fail to consider the use of state-of-the-art technologies or excessively restrict the technological opportunities," says Lehmann.

### **Automated driving opens up a range of possibilities for drivers**

"Offering enhanced comfort and safety, automated driving does not impose any restrictions on drivers. This new technology makes driving on the roads a more attractive proposition," explains Lehmann. "In addition, thanks to swarm connectivity, we are – literally – expanding the vehicle's horizons." Thanks to traffic data from other vehicles or infrastructural systems, road users otherwise hidden around bends or behind crests in the road can be detected early on. "A hazardous confusion of data could occur if an important data channel for rapidly transmitting road traffic data is used by another service," explains Lehmann. To ensure greater road safety, therefore, Continental is urging the implementation of an exclusive bandwidth of 5.9 GHz for road traffic as soon as possible.

**Focus remains on drivers and passengers**  
With automated driving, it must also be ensured that everyone knows exactly who is responsible for what and when. Misunderstandings with partly automated functions could end tragically. "As long as a vehicle is not completely autonomous and a human has to be able to take control at any given point, it should be ensured that this can actually take place," explains Guido Meier-Arendt, the leading Continental expert in the dialog between drivers and cars.

In addition to its own work on these handover scenarios, the technology company also wants to see a legal framework designed to ensure that drivers are prompted via at least two senses – sight and hearing, for example – to assume responsibility for driving. To ensure that drivers are informed sufficiently in advance when the vehicle is driving itself, the vehicle electronics have to know what the driver is currently doing. Even if the driver is engaged in non-driving-related tasks, dialogue with the driver can be adapted so that they are ready sufficiently in advance to take control of the wheel.

### **Towns and cities also have to be "upgraded" over the long term**

Over the long term, towns and cities also have to be readied for automation. "Intelligent vehicles interact most effectively with intelligent traffic signals," says Lehmann. By sharing data with vehicles, "smart" traffic lights, for example, will be capable of changing their behaviour in line with traffic density. "An interconnected infrastructure that communicates with vehicles will help us to escape from the digital dead-end of the urban infrastructure and will act as another data highway for enhanced safety and comfort and – last but not least – lower emissions."

### **The ball is in the legislator's court – engineers all over the world are working intensively on systems and solutions**

The rapid global development of automated technology for road traffic means that legislators are required to respond as a matter of ever-increasing urgency. Clarifying liability issues, putting in place state-of-the-art structures and approving tested products are the final hurdles on the road toward automated driving. As soon as a clear and unambiguous legal basis has been formulated at the international level and can be applied in the various national legal systems, it will



not be long before drivers can start enjoying the new range of functions and features.

According to the current state of planning, fully automated driving is expected to be a viable proposition from 2025 onward. During trips along interstate highways, for example, fully automated vehicles will allow drivers to, if they wish, hand over full driving responsibility to the system.

*Courtesy Bennets Co UK*

## UNRIDERS = FATAL EXTREME BEHAVIOUR

In Sweden the total number of motorcycle accidents is declining, but the number of fatal accidents due to extreme behaviour is increasing.

Every year SMC, the Swedish Motorcyclists Association, is invited by the Swedish Transport Administration to review the in-depth studies of fatal motorcycle accidents. It is these facts that are collected in the report *Extreme behaviour - mainly a question of riding without a licence 3.0*.

Over the years it's become clear that in Sweden a high proportion of those killed on motorcycles are not members of the motorcycle community at all.

In the report SMC highlights the fact that in Sweden almost one-third of the people who are killed on motorcycles are not motorcyclists: they don't own a motorcycle and they don't have a motorcycle licence.

Road safety has been a top priority in SMC since the organisation was founded in 1963. Several studies have been made among the members of SMC that shows that motorcyclists in general have a better attitude to road safety compared to motorists, for example concerning driving under the influence of alcohol or drugs.

### Some of the facts that are presented in the report:

- In 28 percent of the fatalities on motorcycles the riders did not have a valid motorcycle licence.
- 70 percent of the persons without a licence who were killed were drunk and/or under the influence of drugs.

- 78 percent of the persons without a licence were riding an illegal motorcycle (not in use, not registered, not insured, banned to ride, stolen, or competition bike).
- Less than half – 46 percent – of the persons without a licence owned the motorcycle.

The statistics clearly shows that there is a huge need for special measures to reduce the motorcycle accidents. Maria Nordqvist, SMC's Political Secretary, said: "We can't continue to create a road safety strategy based on the motorists in Sweden. More barriers with unprotected poles increase the injury risk for riders. To reduce the speed limits, when not even 50 percent of the road users obey the present limits, will not change anything.

"The installation of more speed cameras will not lead to fewer fatalities on motorcycles or in cars. We need more police on Swedish roads and harder punishment for riding and driving under the influence of alcohol and/or drugs. For SMC it is obvious that all the road safety work must include valid driving licences as a priority if we are to reach Vision Zero".

*Courtesy SMC News*

A Motorcycle Riders' Association of South Australia Event

Great Escape Rally

26-28 May 2017

Near Marrabel SA

19km North of Kapunda - look for the signs. Turn west off Burra Road onto Riverside Drive, continue on Murrays Road, total of 3km of good dirt road to the campsite. This is a back to basics rally. We supply toilets, shade, firewood and water. BYO everything else. Counter meals are available from the Marrabel Pub 7km from the campsite. This annual rally has been held since 1994, we look forward to seeing you there. Badges \$12, or \$10 for members.

Enquiries: Phone Harald 0421 289 714





**MRA WARNING AND DISCLAIMER**  
Persons participating in rides and/or events organised by The MRA are reminded that motorcycling is a high risk activity and that accidents can and do happen. The organisation of this event was conducted as a free public service by the MRA. All participating riders of this event are expected to be licensed and to ride at their own risk and insurance policies. All machines must be registered and roadworthy. All road rules are to be adhered to and any form of unruly behaviour will not be accepted.

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## MINISTER'S PRESS CONFERENCE

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On Tuesday 22/3/2017 Peter Malinauskas, Minister for Road Safety, called a press conference to announce his decision to approve lane filtering for motorcycles in South Australia. As a key player in the preparation of lane filtering legislation, the MRASA was invited to attend the event by the Minister. Cathy Lux (MRASA Secretary) and I were the MRA representatives. We were asked to front the gathered media alongside the Minister and were given the opportunity to answer questions from a motorcyclist's viewpoint.

The announcement itself took about 15 minutes to complete and was an intense segment of the full 90 minute gathering. The rest of the time was spent in talking individually to reporters from the various networks or to the Minister and his staff members.

All media representatives used the extra time to obtain background material for their news items to be broadcast later. Whilst this may have been more relaxed than the formal announcement, it is imperative to remember that there is no such thing as "talking off the record" when dealing with the media. Therefore accuracy and diplomacy were paramount even to the point that my mobile phone was ignored for the entire time. Also, both Cathy and I were very glad to have had a long association with the MRA and the AMC, and an even longer experience as motorcyclists. Therefore we could explain with certainty why it has taken so very long to get a simple piece of legislation approved.

We have seen the frustrations of nearly closing off the issue only to have a new Road Safety Minister appointed and the need to convince his office that this would have positive outcomes. We may no longer have the vigour of youth but we do have the experience, patience and tenacity to see things through. More importantly, our very broad network of like-minded state and federal organisations means that we have extensive resources available to provide a unified national approach to achieve a common goal. The press conference and media gathering was a heaven-sent opportunity to publicise this unified message on behalf of all Australian motorcyclists.

Whilst talking to the Minister or his staffers we took the opportunity to raise future issues which we considered needed addressing, including amendments to the controversial law allowing vehicles to cross double white lines when passing cyclists.

We also discussed ongoing MRASA initiatives which we are promoting to improve motorcycling safety such as the newly printed helmet warning stickers.

I was pleasantly surprised and consider it a sign of respect to us that, when the Minister first arrived, he commented on not having personally sent the invitation to the MRASA, relying instead upon his media adviser.

Ebi Lux  
MRASA Road Safety Officer

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## MRASA DONATION TO RFDS

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The MRASA has donated the proceeds of badge sales from the 2016 Ridden-on Ride to the Royal Flying Doctor Service. The cheque was rounded up to an even \$1000 and presented to the RFDS at their stunning new Adelaide Airport facility on 1 December 2016. We thank the participants of the Ridden-On Ride for making this possible.



*Charlie Paterson of the RFDS, Cathy and Ebi Lux, Greg Janzow, Judi Overman, Phil and Ange McClelland, Graeme Rawlins, all of the MRA*

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## CORRECTION

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In the June/September issue of the Centrestand in an article titled 'Why are Motorcyclists Not Allowed to Ride in Bicycle Lanes?' we wrote "It's still most of the time illegal and you can get booked". We apologise for any misinformation provided. For your information it IS illegal and you WILL get booked if caught. I believe that it's a \$300+ fine with 3 demerit points, so take it seriously.

## MOTORCYCLISTS KILLED ON VIC ROADS DROPS 73%

A 73 per cent drop in the number of motorcyclists killed on Victorian roads could be because more motorists are looking out for riders on the road, a safety specialist says. There have been five deaths so far this year, 14 fewer than at the same time last year. In February last year 14 motorcyclists died on Victorian roads, the worst month for motorcyclist deaths in almost 30 years.

Transport Accident Commission Victoria senior road safety manager Samantha Cockfield said losing so many riders over such a short period sent shockwaves through the community.

"The really high number of motorcyclists killed last year did shock not only the motorcycle riding community, but also motorists, who became so much more aware of how vulnerable motorcyclists are on the road," Ms Cockfield said.



TAC's Driver think Rider, Rider think Driver campaign.  
Photo: TAC YouTube

"So I think drivers became more aware of their need to share the roads with motorcyclists and take care when there are motorcyclists on the roads. Everybody is recognising how vulnerable motorcyclists are."

But some motorcyclists say the dramatic decrease is better explained by the lower number of part-time riders on the roads over summer.

One Melbourne rider, who has more than 30 years of full-time motorcycling experience, said that as the weather becomes milder, the numbers on the road will increase. "The hit rate will probably increase in March," he said. "Usually I don't like the summertime to ride as all these part-time riders come out," he said. "Most of them cannot ride well, have little road sense, no respect for cars, do not understand the rules to stay alive and

wear the crappiest gear. For these part-time riders unless it's clear sky, no chance of rain, and warm so they can wear a T-shirt and shorts, they will not ride. Due to the wet summer they stayed inside."

The TAC's "Driver think Rider, Rider think Driver – Looking Out" campaign at the end of last year aimed to get motorists to look out for riders. "We're all good at looking out for the things that could hurt us, but we're not as good at looking out for the things that we could hurt," a TV commercial in the campaign said, as a woman in a car looks on in horror at a rider lying on the road.

Ms Cockfield said it appeared TAC's attention-grabbing ads were working, but people were also paying attention to media reports on the high number of deaths. "I think both media discussion and our campaign, which talked a lot about sharing the roads and everybody taking responsibility for each other, has had an effect," she said.

The TAC worked with a number of motorcycling groups to develop the campaign, and made sure they got the message right, Ms Cockfield said.

"This is one of the really great outcomes of working together last year and getting those key messages out there," she said.

In April last year, the state government rolled out the motorcycle graduated licensing system. Now motorcycle learners must complete a two-day practical course before they can obtain a learner permit.

"We're starting to see people who've been through part of that system, it's a much more detailed system which means that people enter the roads with more experience and more skills," she said. Infrastructure has also improved since the spate of deaths last year, and Ms Cockfield said there would continue to be changes made to popular motorcycling routes in Victoria.

"There's a program looking at improving the conditions of motorcyclist routes, moving debris, gravel, fixing any abnormalities in the road surface," Ms Cockfield said. She said as part of a second program, barriers were being placed in the middle of dangerous roads to reduce the number of head on collisions.

"I think we will continue to see, over the next three or four years, a decrease in the number of

people being killed on the road," Ms Cockfield said. In total, 56 men died riding motorcycles in 2016.

Road Policing Command Assistant Commissioner Doug Fryer, who is a motorcyclist himself, said police encouraged all riders to ride within their limits, wear the right gear and "only get on the bike when you're right to ride. If you're a little tired, drained or under the weather, you have to ask yourself, is it really worth riding when you're not at your best?" he said.

As of March 7 this year, 37 people have died on the roads, compared with 62 at this time last year. Mr Fryer said he was hopeful Victoria was on track to have one of the lowest annual road tolls.

"There may be a lot of reasoning why we are currently 25 fewer lives lost this year from last year. In fact we are tracking the best we've ever been. But we must remember that 36 lives have still been lost," he said.

"Police are continuing to enforce, our solo unit is more visible, there are more campaigns, VicRoads is continuing to improve high-speed rural roads, but the most significant reason I think is that the community is taking individual responsibility for their own safety."

*Courtesy TAC*

## **MOTORCYCLE NOISE EMISSIONS**

Vehicle noise standards define limits on external noise generated by all light and heavy vehicles, motorcycles and mopeds in order to limit the contribution of motor traffic to community noise. The age and engine capacity of your vehicle will determine the allowable noise your vehicle can make. We recommend that you know your rights, and have a basic understanding of the regulations. Below is a table of the last two ADRs that were released.

The most recent ADR (83/00) came into effect on 1 January 2005. If your bike was manufactured after this date, it will need to comply with this standard.

ADR 83/00 makes reference to two noise levels, one from a moving vehicle (drive-by) and one from a stationary position. This represents the

TOTAL noise coming from the vehicle and includes ambient noise sources like the engine, whether it's air-cooled or water-jacketed, intake tract, driveline, tyres, sound absorbing fairings, etc.

The ADR 83/00 stationary noise level shows '+5dBA over the label signature'. This means that if your label says 98dBA then you would be given an allowance for vehicle 'wear and tear', resulting in  $98 + 5 = 103\text{dBA}$  before any enforcement notice can be issued.

ADR	Mandated From	Capacity	Drive-by Noise Level (dBA)	Stationary Noise Level (dBA)	Information Label
39/00	1 July 1988	<80ml 80ml to 175ml >175ml	77 80 82	94	Yes
83/00	1 January 2005	<80cc 80cc to 175cc >175cc	75 77 80	+5 dBA over label signature	Yes

### **Compliance Plate or Information Label**

Find your motorbike's information label, which can be located anywhere on a motorbike. It is not a legal requirement to have it on the frame, except for brand-new bikes at initial registration. The label will define the allowable noise (in dBA) at a specific engine rpm, and the muffler system fitted to your vehicle (also stamped onto your exhaust).

The rpm on the label is defined as 'half ESMP' – as detailed in the test procedure manual. ESMP is the Engine Speed at Maximum Power, at which the noise emission test should be conducted.



*Example Information Label*

*(from the MRASA Webpage)*

## **LOWERING THRESHOLDS FOR SPEED LIMIT ENFORCEMENT IMPAIRS PERIPHERAL OBJECT DETECTION AND INCREASES DRIVER SUBJECTIVE WORKLOAD**

New research from The University of Western Australia has found strictly enforced speed limits could have a detrimental impact on road safety.

Researchers used a driving simulator to test whether lowering speed enforcement thresholds would impact on a driver's mental and visual abilities. Eighty-four young adult participants drove under conditions where they could be fined for travelling one, six, or 11 km/h over a 50 km/h speed limit.

A peripheral detection task was used to measure drivers' mental and visual workload. They also filled out a questionnaire which asked how difficult or demanding they found the experience of driving under the different enforcement conditions.

Stricter speed limit enforcement led to drivers rating the experience as more demanding and had a significant negative impact on peripheral vision, or the ability to detect objects outside the driver's immediate line of sight.

One of the authors of the study, Dr Vanessa Bowden from UWA's School of Psychology, said past studies had established that drivers have a limited pool of mental and visual resources and research showed clear decrements when these resources are divided between tasks.

"Similar effects have been shown for individuals who drive while talking on a phone or operating their car's stereo," Dr Bowden said. "Our overall finding was that stricter speed enforcement may impair a driver's ability to detect hazards, especially those on the side of the road, because drivers are dedicating more attention to monitoring their speed.

"In reality the effects of strictly enforced speed limits could be even greater than in our study, with real-world drivers experiencing greater pressures to drive at or above the posted speed limit."

The study was supported by the Neurotrauma Research Program at the Harry Perkins Institute of Medical Research.

Published in Accident Analysis & Prevention Jan 2017

## **FIRST AID FOR MOTORYCLISTS**

Saturday May 13th Uley Road Hall Lot 806

Forrestall Road Elizabeth Downs.

Saturday 3 rd June Coromandel Community

Centre 442B Main Road Coromandel Valley.

All booking should be made through the website

<http://www.firstaidformotoryclists.com.au/bookings>

For any further information please feel free to contact Kim Zidarich

[katzid@iprimus.com.au](mailto:katzid@iprimus.com.au) or 0401 312 962

## **NEW SMART ANPR CAMERAS**

A new range of innovative smart ANPR (automatic number plate recognition) cameras was launched by Tattile at Europe's Vision 2016 Expo in November 2016.

The new range currently includes four models: Vega Basic in black/white and colour versions and Vega Smart in dual- and single-head versions. Camera functionality is enhanced by features normally provided by external devices, which reduces both footprint and cost.

Vega Basic cameras include several new features such as the ability to read both reflecting and non-reflecting number plates without illuminators and Power over Ethernet technology which allows single-cable installation. All the normal Tattile features are available, including the processor, ANPR software and an integrated web server.

Vega Smart is fully scalable and features powerful processors and latest generation sensors, while two OCR software packages increase the recognition rate. In addition, the camera can recognise the brand and colour of vehicles, optically classify them and generate high quality video streams. The cameras can handle several transits per second.

According to Massimiliano Cominelli, Sales Manager of Tattile Traffic Division, the new cameras address both the immediate and future requirements of the ITS market.

*Note: All police cars in SA today have inbuilt ANPR cameras...Ed.*

## **PRESS RELEASE – ROAD SAFETY MINISTER PETER MALINAUSKAS**

### **Motorbike riders to be permitted to ‘lane filter’ 22/3 2017**

Motorbike riders will be allowed to ‘lane filter’ on SA roads from 15 April 2017 following changes to the road rules intended to align SA’s laws to those in other States.

Lane filtering is the practice of motorbikes moving between stopped or slow-moving cars at no more than 30km/h, which may reduce the risk of a motorbike rider being hit from behind by an inattentive driver.

Motorbike riders should familiarise themselves with the new law which specifies that:

- Lane filtering will only be permitted when it is safe to do so
- Lane filtering is only permitted when travelling 30km/h or slower
- Only riders holding a full R licence or R-Date licence are permitted to lane filter (the laws exclude Provisional and Learner drivers)
- Lane filtering is not permitted in school zones or on crossings, next to parked cars, between vehicles and the kerb, or on roundabouts
- Lane filtering is not permitted in bicycle, bus or tram lanes

Riders who fail to comply with any of these conditions may face a \$363 expiation fee and the imposition of three licence demerit points.

Ahead of the new law coming into effect, drivers are being reminded to check both mirrors and be aware of motorbikes filtering through traffic.

The Department of Planning Transport and Infrastructure (DPTI) has launched a video and will be running an educational campaign to help all road users understand the new laws. The video and information on the new laws are available at [www.mylicence.sa.gov.au/my-motorcycle-licence/lane\\_filtering](http://www.mylicence.sa.gov.au/my-motorcycle-licence/lane_filtering).

### **Background**

The new lane filtering law does not permit lane splitting, which is when motorbikes travel between moving traffic at more than 30 km/h, posing a danger to all road users.

On average, motorbikes account for around 4% of all registered vehicles, but motorbikes account for around 14% of all fatalities and 17% of serious injuries.

In the past five years (2011–2015) there were 14 serious rear-end casualty crashes involving at least one motorbike rider where the rider was not considered to be at fault. Two of these crashes were fatal and 12 resulted in serious injury.

### **Quotes attributable to Road Safety Minister Peter Malinauskas**

Motorbike riders are vulnerable road users and the State Government is actively focussing on road safety improvements specific to this group of road users.

Through engagement with motorbike bodies we identified that motorcyclists feel the chance of being ‘rear-ended’ by distracted drivers reduces when riders are able to move to the front of traffic.

This law removes ambiguity and will align South Australia with the lane filtering laws in several other States.

I encourage all road users to familiarise themselves with lane filtering laws, along with the suite of changes to road rule regulations that come into effect on 15 April.

### **Quotes attributable to Motor Cycle Riders’ Association President Phil McClelland**

The Motorcycle Riders’ Association welcomes the introduction of lane filtering for motorcycles.

This is the culmination of a lot of hard work over many years by many groups and individuals.

We thank the Minister for introducing legislation which will improve road safety for motorcycle riders. We now encourage all road users to understand the changes to the SA Road Rules as we move towards uniformity around Australia.

## **STRICTER SPEED ENFORCEMENT CAN AFFECT SAFETY**

New research from the University of Western Australia has found strictly enforced speed limits could have a detrimental impact on road safety. Researchers used a driving simulator to test whether lowering speed enforcement thresholds would impact on a driver's mental and visual abilities. Eighty-four young adult participants drove under conditions where they could be fined for travelling one, six, or eleven kph over a 50kph speed limit.

A peripheral detection task was used to measure drivers' mental and visual workload. They also filled out a questionnaire which asked how difficult or demanding they found the experience of driving under the different enforcement conditions.

Stricter speed limit enforcement led to drivers rating the experience as more demanding and had a significant negative impact on peripheral vision, or the ability to detect objects outside the driver's immediate line of sight.

One of the authors of the study, Dr Vanessa Bowden for UWA's School of Psychology, said that past studies had established that drivers had a limited pool of mental and visual resources and research showed clear decrements when these resources are divided between tasks.

"Similar effects have been shown for individuals who drive while talking on a phone or operating their car's stereo," Dr Bowden said.

"Our overall finding was that stricter speed enforcement may impair a driver's ability to detect hazards, especially those on the side of the road, because drivers are dedicating more attention to monitoring their speed.

"In reality the effects of strictly enforced speed limits could be even greater than in our study, with real-world drivers experiencing greater pressure to drive at or above the posted speed limit.

"There can be a perception that by making it stricter you're only going to get benefits, like you'll get everyone driving more slowly and more safely," she said. "But you can't necessarily make drivers pay more attention to the speed and go

more slowly without taking their attention away from some other critical aspect of driving."

Police said there was a small leeway above the speed limit in WA, but do not publicly reveal what it is.

The study was supported by the Neurotrauma Research Program at the Harry Perkins Institute of Medical Research.

The researchers plan to continue this line of study to see whether drivers are actually poorer at responding to hazards under conditions where speed limits are strictly enforced.

*Courtesy University of WA*

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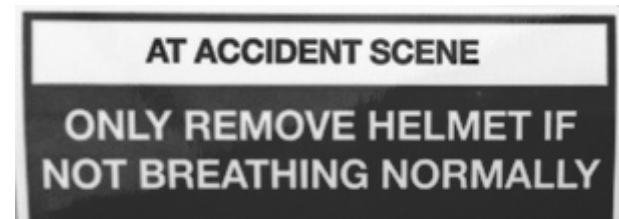
## **MRA HELMET STICKERS**

**By Graeme Rawlins**

If a motorcyclist is involved in a crash, in most cases it is best to leave their helmet on as it provides support to the head and neck. Only remove the helmet if the casualty is unconscious, is vomiting, has severe head injuries and/or is bleeding. Removing a helmet needs to be done by a trained person.

First responders will almost always think it is important to remove the helmet. To help inform first responders NOT to remove your helmet, you can affix a sticker.

The MRASA produced a run of these stickers over a decade ago, and they were all distributed. These stickers are also currently available from First Aid For Motorcyclists, and one is provided as part of attending their first aid course. The MRASA has decided this should be available to all South Australian motorcyclists, so we did a new print run, and at the 2016 Toy Run the MRASA handed out FREE helmet stickers.



Note: The stickers are bright red with white writing for maximum contrast

## **RIDER AWARENESS NORTHERN TERRITORY - PRIORITY AGENDA**

### **Introduction**

Rider Awareness NT (RANT) is a membership based organisation, with a committee comprised of volunteers, committed to advocating on behalf of motorcycle riders in the Northern Territory. Rider safety is our highest priority and we aim to build awareness of the issues facing motorcyclists as valued users of Territory roads through community engagement and educational campaigns and programs.

When it comes to road trauma, the Northern Territory is the worst-performing jurisdiction in Australia at 20 deaths per 100,000 population. This is up to five times the national average and with motorcycle deaths accounting for 10% of the road toll is up to two times the rate of other Australian jurisdictions.

Motorcycle safety and education requires a whole-of-community approach and the following key policy areas have been identified by RANT as high priority and the organisation is seeking NT Government commitment to addressing these issues and making positive change.

### **Rider Training**

Rider Awareness NT has long supported a territory wide training service to NT riders, however in doing so we have also voiced concerns over the current shortcomings in motorcycle licensing and training in the NT. On a number of occasions, it has been brought to the attention of the Department of Transport - Road Safety Group the gaps that exist when compared to other states that have implemented best practice training and licensing programmes.

For example, it is still the case that a person with no prior experience (vehicle or motorcycle) can obtain a Learner's permit to ride a motorcycle, and then ride on the road without any on-road training or competency assessment. This is in stark contrast to the standards that apply to a learner driver of a motor vehicle transitioning to a "P" status.

The Motorcyclist Education Training and Licensing (METAL) curriculum (now being delivered by private providers) is separated into a basic and an intermediate course. This course was

designed to be two parts of a single course before getting a Learner's licence. Riders are now only required to complete the Basic course and consequently are only receiving half the intended training.

The recent privatisation of the METAL program (previously funded through MACC) has also created further barriers for riders to access training. Significantly higher costs are being imposed on learner riders through private providers, there is a lack of training opportunities outside Darwin and Alice Springs and there is no longer any rider training for existing or returning riders wanting to upskill (previously achieved through the METAL Advanced skills course).

Rider Awareness NT is calling on the Northern Territory Government to urgently review motorcycle rider training in NT and establish a rider licensing scheme comparable to interstate programmes which are recognised as best practice and reduce barriers to obtaining training with improved affordability and regional accessibility.

### **Motor Accident Compensation Scheme**

Compulsory Third Party (CTP) Insurance is required to be paid by all NT road users when registering a vehicle; however, the Motorcycle CTP pricing is not considered equitable or evidence-based.

Despite there being many common motorcycle engine sizes ranging from <125cc to >1000cc (with the most popular sizes being above 250cc) motorcycle CTP fees are based on 3 categories only:

up to 125cc – \$101.05 for 12 months; 125cc-260cc – \$282.05 for 12 months; above 260cc – \$728.20 for 12 months (*prices based on 2015 rates*).

RANT has on previous occasions requested data including ratio of contributions vs claims to better understand the application of CTP, unfortunately without success. The methods used to calculate CTP should be transparent and based on evidence and risk, not disproportionately on engine capacity.

Rider Awareness NT is calling on the Northern Territory Government to urgently review CTP pricing for motorcyclists and establish a more equitable, evidence based pricing model with



transparency of calculation methodology and data to substantiate pricing.

### Lane Filtering

Northern Territory is now the only jurisdiction in Australia that has not begun a trial or completely legalised lane filtering.

Whilst RANT has previously sought from the Department of Transport a position on lane filtering, due to the current ambiguous laws both the NT Government and NT Police Traffic Section have refused to provide a clear statement on whether filtering is legal or not, or even what riders can and can't do within the law. The current status does not allow for proper education of road users and requires urgent attention.

Studies have shown that filtering can be up to six times safer for riders in traffic. The NT Government needs to be proactive about rider safety and introduce lane filtering laws into the NT as has been done in the rest of Australia.

There is currently a high level of uncertainty and confusion amongst motorcyclists and other road users regarding lane filtering and Rider Awareness NT is calling on the NTG to urgently review current laws and introduce legislation to legalise lane filtering in the NT.

### Road trauma and statistical data reporting

The current suite of publicly available reports are limited and do not readily assist in identifying key issues surrounding the high road toll in the NT.

Rider Awareness NT is calling on the Northern Territory Government to compile and make available a regular and more comprehensive suite of reports similar to that of other jurisdictions.

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## HELMET, FOOTPEG RULE

### CHANGES By Graeme Rawlins

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Good news for all motorcyclists. On December 8 last year (*too late for the December Centrestand...Ed*) the SA Government gazetted changes to Australian Road Rule 270, which refers to the wearing of motorbike helmets. The changes permit a rider not to wear a helmet when manoeuvring their bike with the engine off 'when safe to do so'.

Also gazetted were changes to Australian Road Rule 271. The changes will allow a rider to legally stand on the footrests, or take one foot off a footrest while riding. Note that while legal, the law also states it can only be done when 'it is safe for the rider to do so'.

Like other recent changes to the law, this has been a long while coming. The Australian Motorcycle Council (AMC) has been lobbying at a national level for years. Other groups include Ulysses and state-based motorcycling entities such as MRASA. Recent efforts from groups such as R2R is welcomed, as all motorcyclists need to act together with a unified voice to help get our message to the Government.

It is hard to single out individuals with respect to ARR 271, but we should recognise the efforts of Neville Gray, Guy Stanford and Phil McClelland for their tireless work.

### Variation of rule 271—Riding on motor bikes

(1) Rule 271(1)(c)—after "footrests" insert:

or footboard

(2) Rule 271—after subrule (1), including the note, insert:

(1A) Also, the rider of a motor bike that is moving may—

(a) stand on the motor bike's footrests or footboard designed for the rider's use if—

(i) the rider has both feet on the footrests or footboard; and

(ii) in the circumstances, it is safe for the rider to do so; or

(b) remove a foot from the footrest or footboard designed for the rider's use if—

(i) the rider is sitting on the rider's seat; and

(ii) at least 1 foot is on a footrest or footboard; and

(iii) in the circumstances, it is safe for the rider to do so.

**Note—**

*Motor bike* is defined in the dictionary.

(3) Rule 271(5B)—delete "motorbike" and substitute:

motor bike

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## APOLOGIES

To Graeme Rawlins, correspondent at large for the *Centrestand* and Vice-President of the MRASA. In the December issue (page 11), we did not mean to imply that he made a habit of absconding with members' motorcycles. Sorry, sorry, sorry, mea culpa.

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**NEXT CONCEPT BIKE**


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BMW Motorrad has unveiled what it calls the Vision Next 100 Concept motorcycle



- The BMW Motorrad Vision Next 100 has a flexible frame
- It has no suspension components: the tyres act as suspension
- It is self-balancing and can never crash

BMW Group has revealed its Vision 100 concept cars for all of its brands, such as BMW, Rolls-Royce and Mini, over the last few months. Following in these footsteps, BMW Motorrad has taken the wraps off its Vision Next 100 concept motorcycle. It is BMW Motorrad's vision of motorcycling in a connected world. The Vision Next 100 Motorrad concept throws up some very surprising aspects which are considerably different from the regular design norms of a motorcycle.

First up is the extraordinary frame, which is flexible, so it can change shape whenever a turn is made, this being the complete opposite of how a normal motorcycle works. Also, there are no joints or bearings or any such components, nor swingarm or suspension unit, which begs the question about the ride. The tyres themselves form the suspension of the Vision Next 100, with their variable tread adjusting to the conditions and maintaining optimum grip.

The concept, of course, has an engine which produces zero emissions but carries the shape of BMW's famed Boxer engines. The seats,

wings and upper frame cover are made of carbon-fibre. The Vision Next 100 concept also gets a 'self-balancing' system which enhances stability and safety. It can also guide beginners in all riding situations.

"The BMW Motorrad Vision Next 100 embodies the BMW Group's vision of biking in a connected world – an analogue experience in a digital age. Motorcycling is about escaping from the everyday: the moment you straddle your bike, you are absolutely free. Your bike is The Great Escape", says Edgar Heinrich, head of design at BMW Motorrad, outlining the core principles underlying his brand's Vision Vehicle.

*(Probably got the idea from coming to the MRA Great Escape Rally...Ed.)*



Along with the motorcycle, there is the riding suit and the visor, whose primary responsibility is to keep the rider comfortable. The suit can keep the rider cooled or heated as required. The special visor can track eye movement and, based on that, it can provide information about the bike, route, traffic and so forth. The active assistance systems keep the rider in complete control by anticipating and alerting the rider. BMW Motorrad says that this will completely finish the need for riding gear such as jackets or helmets. The Visor, on the other hand, is like a virtual reality headset, which can display the route, act as a rear-view mirror and provide other heads-up information. The information display is controlled by the rider's eye movement.

Courtesy Kingshuk Dutta carandbike ndtv venture Oct 2016

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

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

[Road Crash Statistics](#) from Australian Transport Safety Bureau.

**DANGEROUS CONTENTS**

Car thieves in the Russian city of St Petersburg may have got more than they bargained for when they stole a Mercedes SUV. The vehicle owner and his driver were settling his pet Asian leopard into the rear of the car when the thieves struck. The car owner has offered a reward of US\$91,000 for the return of the leopard but said that as long as the animal is returned he will not press charges and is not asking for the vehicle to be returned.

The rare breed of Asian leopard is worth around \$350,000 and was a gift from a Moscow businessman he had dealings with. The animal is native to Russia's southern border with China and across southeast Asia but although only a few thousand of the species remain, it is not considered endangered.

*Courtesy World Highways*

**MRA COMMITTEE**

President – Phil McClelland 0408 607 788  
 Vice-President – Graeme Rawlins 0419 832 384  
 Secretary – Cathy Lux 0408 853 380  
 Treasurer – Angela McClelland 0428 887 751  
 Membership – Graeme Rawlins 0419 832 384  
 Road Safety – Ebi Lux 0418 800 362  
 Stock Controller – Amanda Lock 0434 578 595  
 Centrestand Editor – Harald Lindemann 0421 289 714  
 Minutes Secretary – Judi Overman 0488 711 947  
 Register Liaison – Cathy Lux 0408 853 380  
 SAMRATS Coordinator – Ken King 0401 866 037

Toy Run Coordinator – Harald Lindemann 0421 289 714  
 Scooter Club Coord – Frank DeFrancesco 0412 937 606  
 4Bs Coordinator – Phil McClelland 0408 607 788  
 Webmaster – Graeme Rawlins 0419 832 384  
 Public Officer – Harald Lindemann 0421 289 714

**Mid-North Register Committee**

President - Stuart 'Toot' Bunnett (08) 8636 2689  
 Vice-President - Jackie O'Reilly (08) 8668 4245  
 Secretary – Greg Stevens 0409 842 434  
 Treasurer – Barry Stoneman (08) 8825 3065  
 MRA Mid-North PO Box 37 Snowtown SA 5520

General Members: Tracy and Craig Hughes, David Povey, Russell Hicks, Greg Janzow

*Note: 5 General Member positions for the Committee remain unfilled and will be appointed by the Committee. If interested contact Phil or Cathy.*

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

New Member:  or Renewal  Membership No.

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

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

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

Email \_\_\_\_\_

Join mailing list/s? SAMRATS  Scooter Club

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

Gender M / F Blood Donor?  Please send info

Do you ride a Motorcycle  Scooter  Other

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

Member of: Mid North  South East  Register

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

Do not send Association magazine

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

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

**MEMBERSHIP FEES: CIRCLE ONE**

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

Payment by: Cheque  Money Order  or debit my Visa  MasterCard

-     -     -

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

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

Signature \_\_\_\_\_