

# CENTRE STAND

JUNE 2006



## let those who ride decide

The journal of the Motorcycle Riders' Association of SA Inc. Printpost approved No. PP:530028/00014

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**M.R.A.**  
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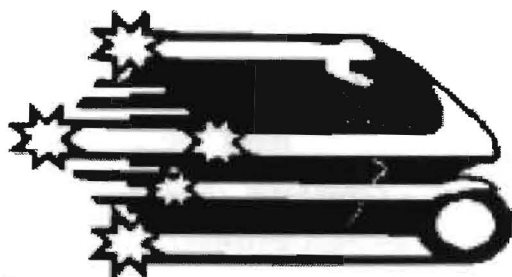
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## EDITORIAL

Here we go again. Another year, another Minister, another politically expedient approach to improving the statistical safety of motorcyclists by eliminating us as a species. Minister for Road Safety Carmel Zollo's decision to withdraw the subsidy for RiderSafe and elevate the cost of compulsory motorcycle training to stratospheric levels under the guise of 'expanding' the program reeks of political duplicity and rank profiteering (see Harald's article on p.8 for the details).

Shortly after the MRA began in 1979 we introduced rider training at Oaklands Park for \$5 a session as there was none currently available. Prior to that time motorcycle buyers were told, "Here's the throttle, here's the clutch, here's the brake, there's the road, good luck!" Over the ensuing years, while continuing to train SA's motorcyclists, we lobbied the government to set up a state-wide rider training scheme to cater for the demand and to improve riders' safety. The MRA did not want a compulsory or expensive scheme as it would deter would-be riders from getting a licence, encourage unlicensed riding and be discriminatory, as formal driver training was not compulsory.

By 1987 the government, in collaboration with the MRA, was finalising RiderSafe. However, the government demanded compulsion, arguing that it wouldn't work otherwise, but, as a concession to mitigate the discriminatory aspect and make it affordable, agreed to subsidise the scheme and simultaneously introduce the Graduated Driver Licensing Scheme (GDLS), which would see drivers spend 4 years getting a full licence. Reluctantly, we agreed, as a trade-off for enhancing novice riders' safety. Within two months of RiderSafe commencing (April '87) the government had reneged on the agreement. We still had the subsidy, but the GDLS was out the window for being a political hot potato. Discrimination was alive and well and in a government near you.

Skip the next 20-odd (progressive and contentious) years. Enter Carmel Zollo. What's changed? Well actually, dear readers, very little. We're still getting shafted. It's pretty disappointing really. The MRA has the credibility as the representative of SA's motorcyclists to be heeded on issues that are pertinent to our welfare, and we and SA's other motorcycle groups have worked determinedly with the government to establish the Motorcycle Taskforce, the motorcyclist/government consultative body, but what is the value of such 'consultation' if the issues to be discussed will only be the 'safe' ones: those that won't be contentious? Is the aim merely to placate us by providing an appearance of consultation without jeopardising the government's agenda? Are such issues dealt with out of the consultative spotlight in the hope that motorcyclists will accept a decision against their welfare as a *fait accompli* and not complain too bitterly (such decisions are invariably linked to discouraging would-be motorcyclists or making life more difficult for existing ones)? Ms Zollo's move is counterproductive. It is contemptuous of the commitment to road safety given by the members of the Taskforce, the role of the Taskforce, and the whole principle, spirit and purpose of the consultative process. It also brings her government and her portfolio ('Road Safety', indeed!) into disrepute.

Perhaps the Minister's agenda is to legislate motorcyclists out of existence (nothing new there), but with today's high fuel prices, the demand for motorcycles across the board is increasing due to their fuel and traffic efficiency. What a quandary for Ms Zollo. On the other hand, perhaps the Minister, in her new role, has engineered a 'win/win' situation (a term that always means somebody loses) for her government. If would-be motorcyclists pay the new fees for training the government will reap a financial windfall, and if they choose to buy a less fuel-efficient car instead, the government will reap a windfall in extra fuel taxes. Ms Zollo will be laughing all the way to political infamy.

Ride on, read on, write in

**Peter Mount**

## PRESIDENT'S REPORT

By Harald Lindemann

So, what's been happening? Well, I was finally able to put \$20 worth of fuel into my bike's tank and that was on a Tuesday with a 4c per litre discount. At that price I would expect the quality to be better and perhaps go a little further, but no way. On the subject of going a bit further, I was told that using fuel with an ethanol mix will give me more mileage. On the other hand I was also told that I would use more ethanol mix than regular unleaded for the same distance travelled. So who's right and is it good for bikes? I will try to find out for the next issue. If you know, let me know and I'll give you the credit.

Scooters are in – from 50 - 250cc with 3200 now registered on SA roads. If you ride a 50cc scooter you don't need a motorcycle licence, just a car licence will do – the connection has always escaped me. Does that mean that driving a car prepares you to ride a small, underpowered, underbraked vehicle that handles like a wind chime? Perhaps, if all your driving experience was in a Gogomobile. By the same logic, driving a high powered sports car prepares you to handle a Hyabusa doesn't it? What do you think?

The Minister for Road Safety, Carmel Zollo, thinks otherwise and is spearheading an investigation into how to make 50cc scooters safer. This is despite the fact that until the fatal crash a few weeks ago scooters were significantly under represented in the crash stats. They were, surprisingly to all, and still are, relatively safe to ride, according to the stats. The Minister's reaction seems a bit of a knee jerk to me. Whatever you think about scooters, let's try and make sure that legislation is based on research and sensible application to the needs of the community and not because the government feels that it's gotta do (or be seen to do) something.

Have you dopped in a driver yet? This is the latest sport for South Australian motorists. If you see someone driving dangerously, recklessly, unsafely or annoyingly, you can call 131444 and dob them in. The police will then contact the registered owner of the car advising them of the complaint. This will, hopefully, encourage said driver to modify their future driving behaviour. This move is supported by the Road Safety advisory Council, SAPOL, Parliamentary Speaker Bob Such and

Transport Minister Patrick Conlon just to mention a few. The Opposition Transport Spokesman Iain Evans is against it, of course. Some people I have spoken to are opposed to the program as it promotes individual dependence on authoritarian rule for their safety, which recent (and not so recent) history has shown us, is often a prelude for the clawing back of individual rights under the guise of public safety. Check out the anti-terror laws if you don't believe me. And after all, what could be more unAustralian than becoming a dobber?

So, let me know – would you dob in a driver that has cut you off or, unseeing and uncaring, forced you into the gutter? Is it a civilised alternative to road rage if you know that you can get your own back without putting yourself at risk? After all, revenge is a dish best served cold. Or is it another example of Big Brother finding another way to control the populace?

The MRA depends on its members to tell us what you think about various issues otherwise we'll just say what I think (or what Peter and I think), so write, or email in if these are important issues for you.

Ride Safe Harald

**21ST RADIATA RALLY**  
**JULY 14TH - 16TH 2006**

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## BIKE NEWS

### MONKEY BIKES BANNED

Monkey bikes have essentially been banned from sale in South Australia. The Office of Consumer and Business Affairs recently put out a notice to that effect. The bikes have been found lacking a number of safety requirements and have been banned from sale unless these are made good by a qualified mechanic. Bikes sold before 15 May 2006 with any of these defects can go to their supplier for repairs or a refund.

The safety areas of concern are :

- ☛ The throttle sticking;
- ☛ The brakes not being fitted properly;
- ☛ Free play in the steering;
- ☛ Footpegs not capable of supporting the rider's weight;
- ☛ No engine kill switch, or not easily accessible.

Purchasers of new bikes are advised to ask for evidence in writing from the trader that the bike they are purchasing has been checked and is not banned.

NOTE : It is illegal to ride these bikes on roads, footpaths or carparks. One rider has already been killed coming off a monkey bike while being ridden in a car park without a helmet. Even though they are toys, they can reach speeds of up to 70kph, fast enough to cause serious injury or death if the proper safety equipment is not worn – just like on a regular sized motorcycle.

### A NEW AD

Have you seen the latest ads from the Commonwealth Bank with the catch phrase 'Retirement is payback time'? One of them starts off asking 'Remember your son rebelling with a motorbike?' It's actually an ad for financial planning although the themes presented tend to be about purchasing holidays, travel etc. So if they work then expect to see a few more older riders on the road. It is noteworthy that the retiring age group is being wooed in this way. It's an acknowledgement of a significant activity within that group and also a signal to the government that this group needs a lot more attention regarding rider training and retraining than they have been getting, especially in light of their injury rate on our roads.

### INTRODUCING

**Bridgeland Motorcycles** at 145 Adelaide Road, Murray Bridge. They are supporters of the MRA handing out MRA membership forms to customers and generously providing gift vouchers and door prizes for SAMRATS runs. They will also give a 10% discount to members on application. Ph.(08) 8532 5722

### AN ELECTRIC BIKE?

The recent Tokyo Motorcycle Show unveiled the latest in electric vehicles. It is the Axle EV-X7 and can travel 180 kilometres on a six hour battery charge. That's \$1 at Tokyo prices. The motor uses a combination of an electromagnet and a permanent magnet for greater efficiency. Before you get too excited you should note that the torque generated by the motor is enough to climb a 6 degree slope at 25 kph. That's probably equivalent to a top speed of 50kph on the flat – if that.



### KI MOTOR FEST 2006

This will be held on Sunday 1 October at the American River Oval and will include a Show and Shine with two categories for Bikes: Pre 1956 and Post 1957. (*What if your bike is vintage 1956? Ed*) Entry registration by 22 September. Call Steve or Connie 8553 2346 or go to [www.kimotorfest.org.au](http://www.kimotorfest.org.au).



### Keeping our Roads Safe

(Thanks to the Razor's Edgc MRA WA)

### RALLIES COMING UP

#### \*ALZHEIMER'S MALLEE RALLY Aug 11-13

Back to Basics rally

BYO everything – water & bbq supplied

5k past Sedan on the Sedan to Swan Reach Road

Meataxe 8540 2171, Sleaz 8535 4281 or

Adrian 8568 2503

#### \*BUCKIN' BIKE RUN & RALLY Sept 23/24

Marrabel Hotel presented by the Kawasaki Z Owners Club & the Marrabel Hotel

Tony 0412 602 272 or Mick 0415 828 544 or

[WWW.ZOWNERSSA.COM](http://WWW.ZOWNERSSA.COM)



## ROAD SAFETY ISSUES

By Peter Goodrich MRA Road Safety Officer

### Lane Splitting

Well, it seems the National Transport Commission (NTC) has withdrawn the proposed amendment Rule 151A concerning lane splitting, though it took a record number of submissions from all quarters of the motorcycling community to pressure them to do so. This sets an unfortunate precedent where anything less in terms of protests is ignored. The NTC are planning to re-submit the proposal in the near future, so we will have to be vigilant to prevent it slipping by us. We can, however, provide a proposal ourselves for submission into the Australian Road Rules. There are some interesting alternative models in use around the world to consider where lane filtering is permitted. Holland, for instance, employs dedicated advance lanes for motorcycles to filter to the front of intersections. While Europe, the UK and parts of the USA are working on laws that give two wheeled vehicles more freedom in slow moving traffic, Australia is proposing being more restrictive in its practices.

A few words of common sense from a Queensland traffic cop; "In 10 years of policing, I have never attended an accident involving a motorcycle lane-splitting or filtering through traffic...Common sense must prevail – this is unnecessary legislation." <sup>1</sup>

Other news is that the 'animals on tanks' proposal has been watered down so working dogs can travel up to 500 metres between properties. On the issue of child pillions under the age of 8, NTC hasn't budged. Almost all the submissions were on the lane splitting issue and only a few arguments were directed at the child pillion issue. These arguments were strong yet not enough to worry NTC.

1. Adelaide Advertiser 4/2/2006

### Road Conditions

Recently, there has been media coverage focussing on the poor maintenance of the state's roads. Martin Hamilton-Smith MP recently travelled the southeast roads inspecting their condition and reported the terrible state they are in. Martin Hamilton-Smith is a fellow motorcyclist with our unique perception of the roads. There are many roads that are in terrible condition and considering the government's spending on current road projects, it may be difficult to get them to even

take notice. Many of these roads are hazardous to traffic, especially motorcycles.

There are also issues of singular hazards on roads. A motorcyclist mentioned to me of a pothole at a significant location on a roundabout that caused him to crash. This pothole apparently is about 5cm deep and is on a roundabout in the Aberfoyle Park area. Hazards such as these need to be reported.

The pamphlet that comes with your motorcycle registration renewal entitled, "Are You Skilled Enough To Ride And Survive?" has a hazardous road condition phone number on the back (1800 018 313). Or you can contact the local council and report it through them. If you can, document the hazard yourself and follow up the progress. If no progress appears then report the hazard to a different organisation. Which organisation? The MRA can be of assistance. We can forward information up higher and monitor the progress.

### New Parliamentary Bills

Nick Xenophon has introduced bills into parliament in response to the death of motorcyclist Lee McIntyre in November 2004. Lee died as a result of another vehicle failing to give way as it turned right across a green traffic light and collided with him.

The two bills introduced are to force an offender to attend court during sentencing and to be present for the reading of the "Victim Impact Statement", to change some penalties in the Road Traffic Act. The main changes include:

- Failure to stop and give assistance at a crash.
  - 5 years imprisonment for first offence
- Excessive speed (+45km/h over speed limit)
  - \$700 - \$1,200 first offence
- Reckless and dangerous driving
  - 2 years imprisonment first offence
- Driving under influence
  - 2 years imprisonment first offence

These penalties relate to a defined "basic" offence. A further definition of "aggravated" offence provides far greater penalties: for example, Excessive Speed if it was aggravated will attract 12 months' imprisonment. Aggravated offences include evading police, currently disqualified from

holding a driver's licence, etc. The introduction of prison terms for offences such as DUI and reckless driving brings about a new dimension and will probably, if accepted into law, take a few people by surprise. I'm sure there will be a large media campaign warning everybody. Yet these are not law at the moment and may not be for some time depending if parliament accepts them.

These bills were instigated as a result of the penalty imposed on the car driver who killed Lee McIntyre (\$750 fine and suspension of licence) which was woefully inadequate. There will be different opinions on this issue ranging from one end of the scale to the other. The MRA is in a position to listen to those opinions and pass them on to Nick Xenophon, or if you wish you may call him directly. As members of the MRA, you have a good opportunity to voice your opinion and not just to thin air. Take the opportunity and email me or other committee members who will be happy to pass on your thoughts. I'll collate them and pass them onto Nick Xenophon. These bills will have an effect on motorcycling so take the time to think about it.

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### Scooter Fatality

Very recently scooter rider Daniel Raphael, 20, was killed while apparently attempting to turn right into Maud Street, Unley from Unley Road. Daniel was hit from behind by a white Mitsubishi courier van. This fatal crash has prompted state Minister for Road Safety Carmel Zollo to look into scooter safety in terms of licensing and training. The MRA has been and will continue to be strong advocates for rider training. Yet any changes to legislation at the moment to force scooter riders into training will be met with frustration amongst scooter riders and motorcycle learner riders as RiderSafe is operating at capacity due to people obtaining motorcycle licences. There is a rapid increase of motorcycles and scooters due to the increase of fuel prices. This is very understandable. I drive a VN Commodore to work costing about \$50-\$60 per week in petrol. A work colleague rides a scooter a similar distance and uses \$5 per week of fuel. The savings in fuel makes scooters very attractive. So does the heater in my car.

This unfortunate fatality is not a result of inadequate training on the part of the scooter rider, protective clothing or even size of vehicle. It is due to the driver of the van not doing the right thing. Rear end collisions are the most common of

all traffic crashes and are ultimately serious when a motorcyclist is involved. More information will be sought on this issue.

Peter Goodrich

MRASA Road Safety

[peterwg@chariot.net.au](mailto:peterwg@chariot.net.au)

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### LETTER TO THE EDITOR

Dear Peter,

They say every dog has his day, well mine was yesterday Sunday 26/3/06. My wife & I were returning from the MRA Tim Hunt memorial run.

The run was fine, Jewlz and I left Cape Jervis before the main mob, to do the Delamere Rd to Victor Harbour. At the T junction about half way to Victor, 100 metres from the junction itself I was confronted with an aging commodore wagon at speed on my side of the road.

My options were limited, I even considered flicking into the right lane to allow this idiot through, but that would only invite a worse scenario if he could recover and swerve back into me. The left hand roadside was dirt, fence and trees. Bear in mind that this summary was done in a fraction of a second. In the end, I left a lot of rubber on the road, moved left as far as a tractable surface was available and felt the fool swish past me to recover and take to his lane.

As I pulled up, I glanced back to see him assess my situation and then speed off. The P plate in his back window made up my mind for me. The idiot was also silly enough to pull over when he realised that he was not going to get away from me. At 47, this was my closest call since I'd been licensed at 16. I was running on adrenalin and had the pleasure of making my feelings known.

My wife then turned up on her CB 1300 (we have a pair of 'em), the driver was truly frightened and sorry, but that's not enough when he could have done this to my wife, or a club on a run. Sometimes when things go bad, you think "what if?", like what if my wife had come across my mangled carcass.....?

Love your life and keep your bloody eyes open. Jewlz, you are the love of my life !

Steve Dayman.

Ulyssian, SAMRATS

*Politics is the gentle art of getting votes from the poor and campaign funds from the rich by promising to protect each from the other*

Bob Page



## SAMRATS By Jock Rogan

It was a cold morning on Saturday the 10th of June. In fact it was so cold I could not get water out of the garden tap to wash my Valkyrie! It was about that point when I wondered how smart it was to start a ride in the middle of winter and on a long weekend. Then the phone started. After four apologies from riders who had long weekend commitments and two calls to wish us well I decided to postpone the bike washing until the water thawed.

Leaving Strath we collected Jamie on his beloved Ducati and headed for the Shell servo at Blackwood. Shortly after arrival we were joined by Phil and Angie, Dave, and Peter. Marty came up to me and asked if he could follow us in his car as his bike wouldn't start and he didn't have time to charge it's battery, now how can you say no to a request like that?

After a couple of kind riders who stopped in to wish us well we headed off. This run is a great little run but one I cannot take credit for. It was originally charted by Jeni Spiteri for a ride she planned for the WIMA girls. It leads us out of Blackwood through Cherry Gardens and down into Clarendon. Then through Kangarilla, McLaren Flat and into Willunga. At Willunga we stopped for lunch and this was where Rowan joined our little group. At Willunga some visited the markets, others dined at the pub and the rest had lunch inside the Black Duck Deli as yep, you guessed it – it was still cold.

After lunch we headed up Willunga Hill and headed for Myponga. We then travelled south to Yankalilla where we turned left towards Victor Harbor. Several kilometres out of Yankalilla we turned right and headed up to Parawa. At Parawa we turned right and headed back to Delamere. After a short stop for the smokers to recharge we headed north to Normanville.

From Normanville we travelled through Carrickalinga and up the hill to the Myponga Reservoir Weir. There are magnificent views from the top of this hill both as you look out to sea and back towards the mainland. But the view as you approach the reservoir is something special. As you drop down the valley you see the mass of stored water filling the valley's before you. Then you notice the height of the dam wall to the valley floor below. Then you realise you will be riding over THAT dam wall. Your vision then moves to the other end of the dam and you see the pinnacle of rock with a road corkscrewing around it and you realise that this is how you get off the dam wall! It isn't the hardest piece of road I have ridden but it is certainly one of the special rides in this state!

After this we joined the main road and headed back to the Aldinga Mobil to end the ride. Although it was a cold day it was a day of great riding and the riders on the day all claimed to enjoy the day.

On a personal note, I would like to thank the dedication and devotion of all those who took part in the ride and those who bothered to telephone. It is real pleasure to arrange events for people such as yourselves. I am certain that with support such as this that not only are the Saturday rides going to grow but all the SAMRATS events will grow with your support. I thank you.

From all accounts it was a very well organised run everyone enjoyed them selves. This was the first of the Saturday rides for SAMRATS and I am sure there will be many more. These Saturday rides will be run approximately every 2 weeks and will posted out to all SAMRATS. Please make an effort to come to some of them as they have been put into place for you at the request of SAMRATS riders. If you would like to join in on the Saturday rides you can let Jock know:

SMS 0411 273 184. or email [jock77@westnet.com.au](mailto:jock77@westnet.com.au)



## RIDERSAFE FEES INCREASED

by Harald Lindemann

On June 16<sup>th</sup> Carmel Zollo, the state Minister for Road Safety, announced that *RiderSafe*, the state's compulsory road safety training scheme for learner motorcyclists, was to be significantly expanded. Pressure on existing facilities has resulted in long waiting times (up to 14 weeks) for learner motorcyclists who want to finish their training to get their provisional licence.

Representations had been made to the Minister and her predecessor by the *RiderSafe* group and the matter had also been discussed by the Motorcycle Task Force which had recommended that *RiderSafe* resources and facilities be expanded to decrease the waiting times and to include older riders returning to motorcycling after a number of years' absence, who felt in need of a refresher course. Licensed riders have in the past been unable to access these training facilities.

According to the Minister, extra resources allocated to the *RiderSafe* program make it possible for 12 extra staff to be employed and for the program to be run on weekends and more often during the week. A new training facility will also be opened on Smart Road St. Agnes to replace the old Walkley Heights facility.

What the Minister didn't say in her very positive media release was that the costs to participants in the program would have to rise. Information subsequently received from the government is that the fee structure for *RiderSafe* courses has been more than tripled. Stage 1 training (needed to get the Learner's Permit) increases from \$90 to \$290 (322%) and Stage 2 (needed to get the Provisional Licence) from \$79 to \$255 (323%). This is cost recovery with a vengeance. We all now know from where the "extra resources" will be sourced.

Motorcycle sales in 2005 have seen a 20% increase over the previous year. This has been attributed in part to the new popularity of scooters and also to the recent escalating fuel price increase. A windfall for the government as a result of this has been a significant increase in income through extra stamp duty and registration fees, none of which it seems will find its way into helping to pay for the necessary training for new motorcyclists.

The state government has traditionally subsidised the cost of rider training as a recognition of the value of training in saving lives and in the knowledge that no comparable demand is made on learner drivers. This has been the case since 1987 when *RiderSafe* started.

*(Through the instigation of the MRASA which was involved in all stages of the development of RiderSafe. Ed)*

The situation hasn't changed. Compulsory training for drivers is still not mandated and there is still a recognition that training saves lives. The Minister acknowledges that in a recent media release by lauding the success of *RiderSafe*.

The immediate effect of the increase in the price of training is that some potential riders will decide not to learn to ride. Motorcycling has always been considered a cheaper option to driving. The start-up costs, however, will no longer be considered as viable. Young and new driver/riders will see the long-term benefits of riding outweighed by the short-term costs.

Another effect is that some will choose simply to not to get their licences and will ride unlicensed, possibly on unregistered bikes. Unlicensed riders make up 8% of fatal motorcycle crashes in SA and 6% of all serious injuries.<sup>1</sup> Choosing training as an optional extra will ultimately result in these riders continuing to be over-represented in the crash stats and undo much of the work that has been done to date to convince riders against riding unlicensed.

So what is happening here? Is it simply a blind adherence to the principle of cost recovery or is it perhaps an underhanded way of stopping people from choosing to take on motorcycling as part of their lifestyle? After all, if they are priced out of getting licences and choose not to ride then they can't be included in crash stats can they? And you can always claim as the crash stats fall that speed cameras are working.

Make no mistake, the issue here is more than just a government grab for cash, but a fairly clear indication of the contempt that the government has for motorcyclists: as a minority group, as dangerous to road safety, as an irresponsible sector of society and as a group that has been substantially ignored except where it suits the government of the day.

1. *Motorcycling Road Safety Strategy 2005-2010, Govt of SA*



## 4Bs REPORT

by Greg Janzow Coordinator

On the 17<sup>th</sup> of January the 4Bs had a dinner at Lim's Restaurant, Glenelg. It's something we like to do every now and then, and this dinner replaced the January meeting. *(No wonder the 4Bs has remained popular all these years...Ed.)* There were ten of us, including a couple of MRA members, Steve and Jenny, whom we hadn't seen for a while. And, as usual, Sean McPherson supported us with his presence. A lovely night when, as they say, "a good time was had by all".

During the evening Jo handed me a copy of "Vital Signs", the Royal Adelaide Hospital's staff newsletter, and directed my attention to Page 11, on the top of which was a nice photo of Jo, Andrew, Les and yours Truly, and an article about the 4Bs. The staff of the Orthopaedic Ward had nominated the 4Bs for a certificate of appreciation for our service to patients in their wards for over 20 years *(24 I believe...Ed.)*. Such recognition doesn't happen very often and we were all very chuffed.

There was an informal ceremony with a couple of speeches and afternoon tea laid on. It was especially nice to see that a lot of nurses had given up their time to attend in support. The certificate came nicely framed and at present we are taking it in turns to display it in our homes. Together we thank Nurse Paul McGleish for organising our award.

I remember another occasion back in '89 when the staff of the RAH held a morning tea to thank the 4Bs for gifts we had donated to the wards. It was a low-key affair and I remember we were a bit shy about the attention we were getting. At that time Lyn Rigby was Coordinator and we had enough members and time to raise money for donations to the RAH: pin-up boards, "pat slides", and even a microwave once.

Times change and people move on. The 4Bs is a small group now – five of us involved in visiting motorcycle crash victims – but we still follow the discipline of regular meetings. Last October the meeting included our AGM, which took all of two minutes. I retained the title of Coordinator and Rosemary remained our Secretary-Treasurer.

Jo and Andrew visit the RAH and have recently begun visiting Hampstead Centre more often; Uncle Pervie (Les) visits Flinders Medical Centre when necessary; and we've swelled our numbers by one: Phil McClelland joined us after the MRA AGM and, having been shown the wards at the RAH, is visiting them and doing a fine job of it.

Phil wrote the article in the last *Centrestand* concerning an inspiring patient he met. His experience typifies the

sort of things we come across. We meet really interesting people at times and their positive attitude to their recovery is pretty amazing. The nursing staff are always cheerful and supportive of our visits; they're pretty special people too.

So, despite the lack of a 4Bs Report for some time, be assured that we still exist and will keep doing what we do as long as the MRA continues to support us.



L-R: Greg Janzow, Les Dicker, Jo & Andrew King

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### WANTED TO BUY

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- 📖 Book of Stamps issued at GP October 2004 at Philip Island commemorating "Australian Heroes of Motorcycle Racing".  
Contact Harald 8260 4461

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## STOP PRESS STOP PRESS STOP

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### PROTEST RALLY

- 📢 It was decided at a special meeting of the MRA Committee last Monday that there will be a rally protesting against the raising of the RIDERSAFE fees and the implications this will have for road safety. This will be held on Saturday August 5<sup>th</sup>. The plan at the moment is to meet at Oaklands Park Training Centre at 10am for a ride to Parliament House for speeches and to remind the polities that we vote too. MRA members will receive a mailout about this soon and you should keep an eye out for up to date information in the club notes closer to the time.

Tell all your riding friends and make plans to be there. It is time that we showed everyone that motorcyclists views count and that we have a contribution to make. Above all, we want to show that we care about road safety, our safety and that of other road users.

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## MORE THAN JUST A LOAN BIKE

By Peter Goodrich

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A while ago I was in a spot of bother: my bike was in Bolton's getting some work done. Tim Hunt's memorial ride was on the weekend ahead. Mark from Docteur Desmo who is a close associate of the SAMRATS offered to lend me a bike for the weekend. Thanks heaps Mark. The bike a Moto Guzzi Griso 1100 V-twin. Sweet. I admit prior to this my attention to Guzzies was limited, but now I understand the attraction. It is a superb machine with fine detail and Italian quality. The gear selector was particularly interesting, being the best I've used; very smooth and precise. Riding the Griso was great and it drew plenty of attention at the start of the run. All the way to Cape Jervis then Victor it was a dream to ride. Very comfortable and easy to ride. The Griso has some serious grunt. The trip meter recorded a previous rider's jaunt at a very respectable pace. It enjoys the mountain roads with heaps of torque and plenty of power.

The muffler has some scope for improvement. The bike has a really meaty growl, but the can dampens this more than it should. The Griso attracts attention by its looks, but with an improved pipe, its roar would demand attention.

I think the best application would be the long hauls interstate or around Australia. The Guzzi motor has a long history, is simple and proven to be reliable. That coupled with the dependability built into the rest of the bike would give confidence on extended trips. Since riding the Griso, I have thought about it a lot. The long touring trips attract me most of all and the Guzzi seems like a bike that would outlast me. I love my current bike but I know it hasn't got eternal life, as much as would like it to have. Once it has died, I'll probably be looking at a Guzzi. I might be insane enough to sell up everything and cruise. Mustn't think about it too much as it is damned frustrating working in a factory and thinking of somewhere else.

### **Bairnsdale Barry Sheen Run to MotoGP 2006**

In September, the MotoGP will be coming to Phillip Island a month earlier than normal (September 17). Again I will be heading over there to watch, hopefully, Casey Stoner will win the race on home soil. I will not be heading directly to Phillip Island but to Bairnsdale in south-eastern Victoria to take part in the Barry

Sheene Run from Bairnsdale to the track. I've done this run twice before and look forward to it again. For those who haven't done this run, you are missing out. Between 600 and 700 motorcycles take part in a column spanning nearly 10km meandering its way from Bairnsdale footy oval to Phillip Island via Morwell and Gippsland, a trip of about 300km.

Bairnsdale opens itself to motorcyclists for the few days leading up to it including a reception the night before at the local RSL, often attended by sports men and women. Last year included V8 Super Car drivers and Kieran Perkins. In previous years auctions have taken place with items such as Rossi signed framed prints, hot laps in V8 super cars and other paraphernalia. Bairnsdale is a great place. One 'must see' is a local church, even if you are not religious. This church is painted incredibly with breathtaking murals in fine detail.

The current plan is to leave Adelaide early Monday 11<sup>th</sup> September and head to Melbourne. Overnight stay somewhere comfortable and then to Bairnsdale on Tuesday. Wednesday, a day ride along the Great Alpine Road through Swifts Creek, Omeo and, depending on snow conditions, maybe Mt Hotham before turning back to Bairnsdale. This is a great mountain road with beautiful scenery and lots of twisties. Wednesday night, attend the R.S.L. function (pre book months in advance) and Thursday, head to Bairnsdale footy oval for the run assembly (early to get up front). Once the run starts, it continues until Morwell for fuel / lunch and then off again to San Remo. Regroup before Phillip Island and then a couple of laps of the track (controlled, bugger). We will be staying trackside again. This is the only place to be. In the mornings when you wake up, head to the chuck wagon, get your egg and bacon roll and coffee, sit on the hill and watch the bikes warm up. No place better to be.

On the Saturday we might head to Cranbourne to link up with the MRAA ride back to the track. This is dependent on what happens the night before. Anyway, for those who haven't been to the MotoGP, GO!!!!. It is bike Mecca. It is home. Contact me for the details and then count down until September. At the time of writing this, it was 94 days to the MotoGP.

Peter Goodrich MRASA Road Safety Officer  
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*Please support these shops, as they support our members. Don't forget to show your membership card when requesting discounts.*

Note: Discounts are not given on specials or with other discounts at most businesses so check before paying. Other conditions may also apply.

**MEMBERSHIP FORM**

(This is for your best mate who is not yet an MRA member)

**OFFICE USE ONLY**

Meeting Run Magazine Function Other  
 Card issued Stock Issued Entered

**MEMBERSHIP FEES (circle one):**

|         | <u>Standard</u> |        | <u>Concession</u> |        |
|---------|-----------------|--------|-------------------|--------|
|         | Single          | Family | Single            | Family |
| 1 Year  | \$20            | \$30   | \$16              | \$24   |
| 2 Years | \$38            | \$57   |                   |        |
| 3 Years | \$56            | \$85   |                   |        |

DATE: / / MRA Register: \_\_\_\_\_

PLEASE TICK APPROPRIATE BOXES:

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*I Agree to abide by the Articles, Rules and the Constitution of the MRA SA Inc.. (Constitutions are available from the Secretary)*

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I AM , AM NOT  A BLOOD DONOR.

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