

# CENTRESTAND

December 2020



## THIS ISSUE

RIDER'S HANDBOOK

ROAD SAFETY 'THINK'

TOY RUNS

GLS

CFMEU

HAPPY MOTORISTS

LOUD PIPES

Let those who ride decide



# **THERE'S A LOT RIDING ON IT.**



**THINK!**

**ROAD  
SAFETY**



Government  
of South Australia

***Ride to return.***

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

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**All advertising enquiries to the above address.**

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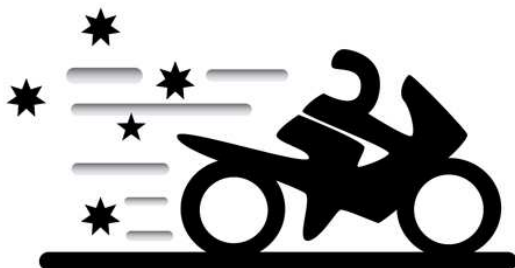
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**COVER PIC: Roxby Downs Toy Run 2020**

**COVER DESIGN: Arwen Lindemann**

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



**Australian Motorcycle Council Inc.**

**Contributions welcome – preferably in digital form. These may be edited for space and clarity**

**EDITORIAL**

You'll be hearing and reading a bit in the forthcoming months about the government's proposed changes to the Graduated Licensing System (GLS) including the proposal to up the learner riding age from 16 to 18.

The MRASA opposes this particular part of the changes to the legislation as the reasons cited for the changes are shaky at best. The police claim that younger riders are more prone to being influenced by peers into risky behaviour and raising the age limit will be a solution. The government is concerned about the spike in the number of younger rider fatalities this year and I suspect that this one of the reasons for the increase in age limit. I would like to note that peer group influence and risk taking is just as strong amongst drivers of the same age group and doesn't stop with adolescence.

A couple of years ago there was a spike in fatalities and serious injury amongst older riders (mostly returning riders). There was no suggestion of playing around with age limits or how long riders could hold a licence or could get back into riding after a layoff. Instead a Returning Riders course was designed and made available through Ridersafe as a refresher course for older riders getting back to riding. It was voluntary and not many riders took advantage of it.

My point is that the proposed solution was to find a way to educate returning riders with what they could expect from modern bikes and changed traffic conditions for modern motorcyclists, what to look out for and what they needed to relearn. It was a sensible solution and one that by all accounts seems to have benefits.

Raising the age limit for learner riders means that young riders will first become young drivers and their peer influence and risky behaviour will simply be present in another medium (albeit more protected by a cage). They will lose the chance to become better drivers through the loss of opportunity and the experience of becoming better riders, because as we all know being a motorcycle rider makes you a better driver all round.

Ride safe & stay upright, Harald

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## PRESIDENT'S REPORT

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As we pull into the final straight of 2020, this year's MRASA Toy Run is just about here. With the see-sawing reactions to COVID events in November, we breathe a sigh of relief that the restrictions are easing. Well that is the current state of play as at the end of November.

We are greatly looking forward to hosting this year's Toy Run and pray to the gods that the weather and COVID look kindly on our plans. We urge riders to decorate their bikes and come along to Victoria Park to make a donation. I expect many in the community will be looking for assistance this year. We will be doing our very best to ensure the process is as smooth as possible for everyone. Please review the map of Victoria Park on the Toy Run webpage to ensure you are familiar with the layout. If you happen to still be in the vicinity after 15 minutes, we will be obliged to collect your details for contact tracing purposes. Look out for the volunteer marshals who are donating their time for this great annual event.

The MRASA is pleased to have the SA Government as a major partner for road safety promotion in 2020/21. Our agreement gives strength to our commitment to continue our support and promotion of road safety for all in South Australians

The existing SA Road Safety Strategy (RSS) for South Australia ends its tenure in 2021, and the Government is developing the principles and guidelines for the new Road Safety Strategy to 2031. The Government has closed the public consultation phase of the new SA Road Safety Strategy and we look forward to seeing the outcomes and deliverables.

Did you read the article in the Advertiser on November 24, about two teenagers taking a 'joy ride' through the northern suburbs? According to the article, the pillion passenger was not wearing a helmet or a seat belt. (?Eh what?)

At the time of writing, sixteen motorcycle riders have lost their lives on our state's roads this year. I sympathise with the riders and the families who are dealing with the grief of losing a loved one.

In early November Minister Tarzia introduced a bill into Parliament for changes to the SA

Graduated Licensing Scheme. Apart from a little more maturity and cognitive function, I do not see any further arguments for increasing the starting age for a learner rider to be 18. I am a firm believer in training and education. In my opinion the learning path for riders in SA is inferior to the structure, implementation and deliverables of courses in other states of Australia. I would like to see the Government giving every possible chance for learners to attain skills and knowledge to help them improve their road craft and longevity.

There is plenty going on at the moment regarding road safety. The National Road Safety Strategy is under review and is due to be published early next year (slightly delayed), as is the SA Road Safety Strategy to 2031. In October 2020 the Joint Select Committee on Road Safety published their report on 'Improving Road Safety in Australia'. The report lists 22 recommendations covering items such as driver distraction, road user education campaigns on 'road sharing' and 'safe driving attitudes', black spot programs and road safety programs that adhere to Safe System principles.

It mentions the Office of Road Safety (ORS) and its role in future strategies, and a call for jurisdictional cohesion on many levels including the collection and reporting of data. This includes fatalities, serious injuries, road conditions and more. Driver distractions feature in three of the recommendations, calling for research into expanding crash data to include three facets of distractions (incidence, frequency and type). Followed by the research would be the implementation and the subsequent community awareness campaigns on the impact of distractions on road safety. I have been advocating for these campaigns to be ongoing as I still see drivers partaking in a widely known common variety 'mobile phone' distraction on a regular basis.

The report also recommends the creation of a Parliamentary Standing Committee which is to oversee the development of and ensure accountability for the implementation of the next National Road Safety Strategy. It would aim to address the 'implementation failure' of the previous decade resulting in a performance slump and get road safety back on track.

Gear up, ride safe and ride to return.  
Graeme Rawlins, MRASA President

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**MRASA NEWS**


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**Regional Toy Runs Coming Up**  
**Port Augusta** - Saturday 5th December 2020  
 Contact Reg 0427 866 424. Steve 0467 024 070  
**Riverland** - Sunday 6th December 2020  
 Contact Scott 0402 500 037.

**Department of Infrastructure and Transport** – The DIT and the MRASA have entered into a partnership for the year of 2020-21 for the promotion of road safety. The MRASA has secured a grant of \$12,000 to promote road safety to riders through the many resources of the MRASA ie Toy Run, rides etc. and the production of advertising material. The MRASA is in a unique position to connect with riders of all persuasion in getting across messages of road safety. It is **‘Riders Talking to Riders’**. If you have any ideas of what we can do that would produce an effective road safety message that would resonate with riders, let us know and we will see what we can develop. Call any of your Committee members whose phone numbers are at the back of the Centrestand, or email [mrasa@mrasa.asn.au](mailto:mrasa@mrasa.asn.au) with your ideas.

**Motochat** will be in recess from December 23 2020 to January 9 2021. Tune in anyway for some of our favourite music. We'll be back on Wednesday 16<sup>th</sup> of January 7-8pm talking about motorcycling. Join us in the studio if you have a story to tell or just want to advertise your club activities. Call Harald on 0421 289 714, Ebi on 0418 800 362 or drop us an email at [motochat1@hotmail.com](mailto:motochat1@hotmail.com)



### STOP PRESS!!

We have just been informed that Motochat has been awarded the 2020 Bilby Award for the Best Sports Show on Community Radio. This is an annual award (amongst others) awarded by SACBA, the South Australian Community Broadcasting Association. The awards are judged by community broadcasting people and based on creativity and excellence in broadcasting.

Congratulations guys and girl for a great show. Keep up the good work.

## BLOOD RUNS

The next Blood Run will be held on 19<sup>th</sup> December

Donations at your favourite Lifeblood centre are by appointment only so make an appointment and join us at Sefton Plaza, west side of Main North Road for the ride to the Grenfell St. Lifeblood Centre.

Go to [www.donateblood.com.au](http://www.donateblood.com.au) to register and make an appointment. Or call 13 14 95

If you've never given blood, then consider it  
 If you have, then help a friend register  
 Free coffee and munchies for after

If you have had COVID-19 then your blood is needed for research purposes – call to find out more

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## ARE RIDERS BETTER CAR DRIVERS?

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Finally, a leading insurer's data shows what we've all know for years – we are safer behind the wheel than non-motorcyclists.

UK insurance company Equity Red Star examined 200 million policies between 2007 and 2012 and compared car drivers to car users who also have an insured motorcycle.

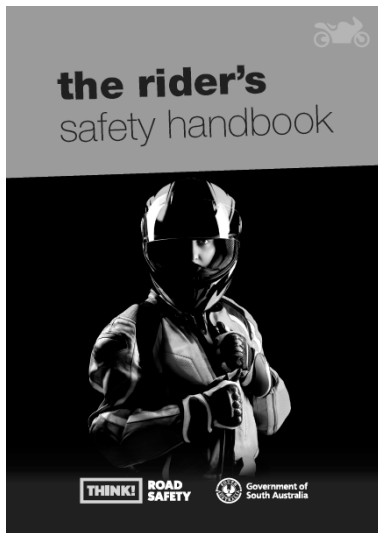
It found the latter 23% less likely on average to make a claim on their car policy. The firm also adjusted the figures to take into account the different typical ages of car drivers and motorcyclists, and still found the riders to be 21% better behind the wheel. The results showed motorcyclists were 20% less likely to make a bodily injury claim on their car policy.

Rob Clark, Equity Red Star's Head of Retail Motor, said: "A motorcyclist could, behind the wheel of a car, be said to be 23% better." He presented the data at a conference organised by the Motorcycle Industry Association to examine evidence that increasing the number of motorcyclists on the road could actually improve safety. The conference was held in the offices of the Department for Transport in London.

<https://www.visordown.com/news/general/motorcyclists-23-better-behind-wheel-car> By Steve Farrell 12/11/2013

## THE RIDER'S HANDBOOK

Through the partnership with THINK! Road Safety, the MRASA have been provided with copies of the Rider's Handbook for free distribution to our members – while stocks last!



This handbook describes the various skills needed for safe motorcycle riding, including details about good riding technique, which will enable you to stay alert, ride defensively and cope with hazards. It also includes the key road rules for riders.

You are responsible for your own safety on the road. It is up to you to practice, maintain and further develop your safe riding skills. You also need to wear appropriate protective gear and know your own as well as your motorcycle's capabilities and limitations.

Enjoy your riding, but above all ride to survive.

To obtain a free copy, please contact the MRASA on 0408 853 380.

### THINK! Road Safety

Think! Road Safety is a South Australian Government initiative aimed at encouraging all road users to think about their behaviours and actions when on the road; and to remind all South Australians that road incidents can be avoided when everyone thinks about road safety.

BEFORE YOU HEAD OUT ON THE ROAD,  
THINK! ROAD SAFETY.

WHATEVER YOUR RIDE WE  
SHARE YOUR PASSION

We understand the passion and the sheer emotional attachment motoring enthusiasts have for their special bike.

When it comes to insurance for your special car, daily drive, bike or your home, there's only one person you should talk to – a fellow enthusiast at Shannons. You can even pay your premium monthly at no additional cost.

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## MRASA ACHIEVEMENTS

What has the MRASA done over the years since inception in 1979? Well, try these on for size:

- 🏍️ 1979-86 Rider training scheme for motorcyclists – eventually lead to Ridersafe.
- 🏍️ 1984 Repeal of black helmet ban.
- 🏍️ 1991 Production of 'Look Left Look Right' safety stickers
- 🏍️ 2013 Joined Motorcycle Reference Group

For more go to:

<http://mrasa.asn.au/achievements.shtml>



**Did we forget anything?**

## MY SUNSET RIDE by Prof

The last few days have been fairly tiring, and after finishing work after six tonight and then cooking tea and cleaning up, I am rather 'done in'.

Do I go to bed and watch a movie or catch some wind on two wheels? As tired as I am, the latter really appeals, so after getting permission from she is really very kind about these things, I ring a mate nearby and arrange to take off to his place within 10 minutes. Well, get a couple of last minute jobs given to me and then on with my riding clothes, grab my vest and jacket and out to the workshop.



I'm just loving my chopper with its new springer, both for its beauty and classic lines and for its riding sweetness. Fires instantly as usual when it is not too cold. Helmet and gloves donned. A new helmet arrived today, a very light half helmet job I've named 'Brutus'. His mates are Basil (Summer) and Boris (Winter). Well it looks like Basil will be in reserve from now on! Back the nicely idling shovel out of the workshop, snick her into first and with a hard lean to the right to miss the workshop wheelie bin we shoot into our next adventure.

Sun is setting as I head west and after a mile, north and then west again. The sunset is gorgeous. Maybe some nice video and pics here. Drop back to 45mph on this rough piece of road, gloves off and tucked under me and out with the camera. Take half a dozen photos at spots where the gums are silhouetted against the red and gold sky and then set the video recording ...

Finally turn north again and back to the speed limit due to traffic before and behind. I watch intrigued as the almost full moon visible in the twilight haze follows me, dodging behind trees and then showing again. Get another clip from which I will also try to find a good photo.

This is riding ... relaxation setting in, cobwebs blown out of the brain, so nice. Motor is pulsating beautifully beneath me. Lovely throaty exhaust note steady and strong. Slight vibration through my King/Queen seat and the shiny chromed pullbacks. Air crisp, cool but not cold. New helmet hardly noticeable; it is light and doesn't catch the wind. Can't get better than this on the earth.

Cruise on to mate's place 20 minutes away, stopping at a servo then grab an iced coffee and cream filled bikkies for him and a choc milk for me. He's always feeding me when I turn up, so I'll return the favour tonight. Cruise a few dark streets enjoying

the effortless acceleration of my 1974 shovel motor ... exhaust note a beautiful song ...

Enjoy an hour or so of conversation and then time to get back on my machine. The ride home via the coast is always nice and certainly so tonight at 11.30pm. Have the streets and roads pretty much to myself. Just me and my machine rumbling through the still night.

Home once again. Shovel is tucked away safe in the workshop awaiting her next outing with a master who loves every bit of her ...

Chopit'n'rideit ... Prof

*Thanks to Choppers Australia for this gem of an insight into why we ride. Ed.*

*I don't ride my bike to win races. Nor do I ride to get places. I ride to escape this world. I ride to find peace with myself. I ride to feel free and I ride to feel strong.*

## THERE'S A LOT RIDING ON IT

### SA Police launch first solo road safety campaign with a focus on the safety of motorcyclists

Motorcycles – there's a lot riding on it. SA Police's first solo road safety campaign intermingles the process of starting a bike with candid moments of a father's life. You'll ride slower after this.

SA Police has launched its first solo road safety campaign with a simple message to motorcyclists – there's a lot riding on every journey. The campaign – the first since the Motor Accident Commission was wound up in June – focuses on motorcycle riders and specifically men, who are most at risk while on the road.

It emphasises the need for them to return home safely and shows a variety of invaluable life elements – partners, children and pets – that would be lost if they died.



Police say riding motorcycles is a dangerous form of transport because of low visibility and minimal protection on the roads and that men are over represented in casualty crashes.

Motorcyclists comprise 15 of the state's 89 road fatalities so far this year, compared with 10 for the whole of 2018. The greatest representation of motorcycle-related serious injuries last year were men aged 50-59 followed by men aged 30-39.

SA Police acting Assistant Commissioner Dean Miller said the campaign aimed to address attitudes towards motorcycle riding.

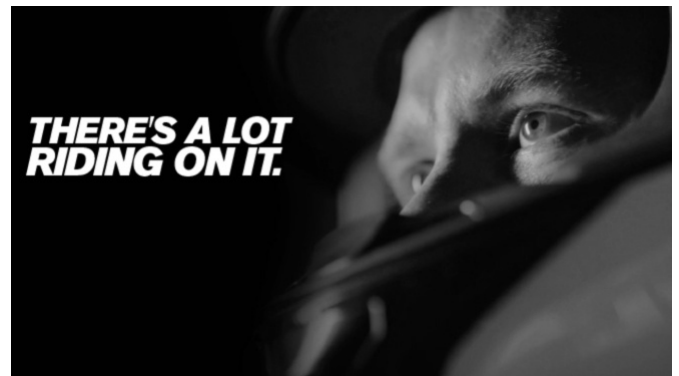
"Police are committed to improving road safety to reduce road deaths and serious injury crashes on South Australian roads," he said. "We believe this is a very balanced approach to changing road user

behaviour, particularly for motorcyclists. It contributes to our overall goal to make our roads safer for every road user."

Police Minister Corey Wingard said the campaign was hard-hitting and would make an impression on motorcycle riders.

"We as a Government needed to look at better ways of tackling road safety," he said. SAPOL is in a unique position when it comes to road safety issues as they see first-hand the trauma that can occur on our roads. I applaud SAPOL for this powerful campaign and I'm hopeful it will resonate with all those who see it."

*Courtesy The Advertiser 1/11/20 Pics: SAPOL*



**THINK! ROAD SAFETY**



Government of South Australia

DIT: MRASA PARTNER 2020/21

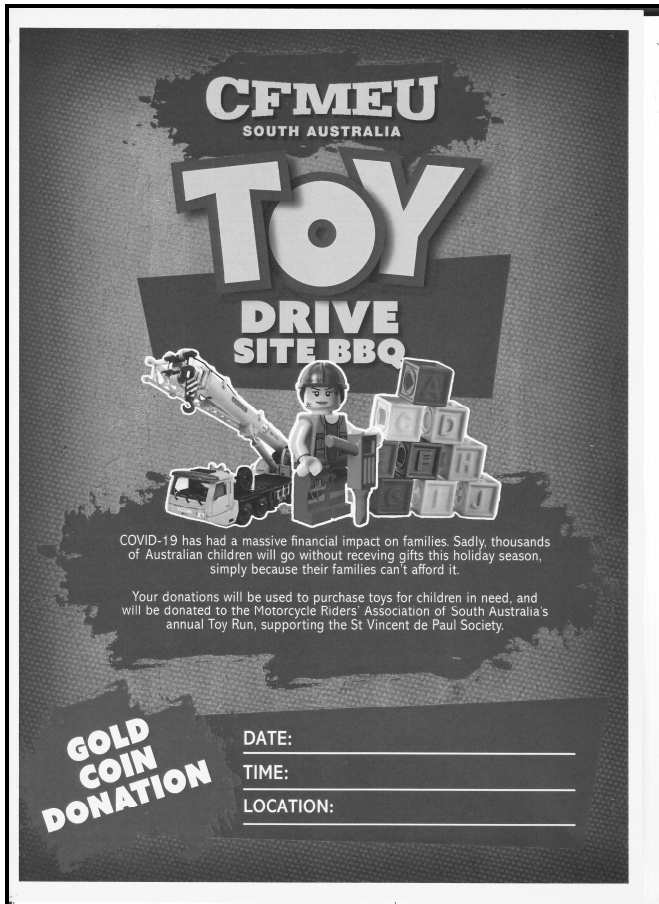
### BIKER ONE LINERS

- 🏍️ If you want to be happy for a day – drink.  
If you want to be happy for a year – marry.  
If you want to be happy for the rest of your life – buy a motorcycle.
- 🏍️ If you suffer from PMS\*, don't worry. It's Spring, Time to Ride.  
\*PMS (*Parked Motorcycle Syndrome*)
- 🏍️ If you don't ride in the rain – you don't ride.
- 🏍️ Winter is Nature's way of telling you to polish.
- 🏍️ Work to Ride – Ride to Work.
- 🏍️ Bikes don't leak oil. They mark their territory.
- 🏍️ Never mistake horsepower for staying power.



# TOY RUN REPORT

As reported in the September Centrestand the CFMEU (Construction, Forestry, Maritime, Mining & Energy Union) is holding fundraising BBQs on their construction sites for the Toy Run. The CFMEU has also agreed to sponsor the Toy Run for 2020. This is great news for the Toy Run, for the Vinnies and for the kids.



Coles Mount Barker is all enthused about the Toy Run and has put up a display advertising the event and encouraging shoppers to make donations. Thanks to Nikki Murray who organised all this



If you want to help out on the day give Cathy Lux a call. We still need a few marshals for traffic management. We will have a traffic marshal training session at 10.30am on Sunday Dec 6 at the Clipsal track eastern gate. Extra Covid Marshals would also be useful.

Check out the map on page 9 for information on the day's setup.

Remember, if you can't make it to Victoria Park to make a donation on the day, take your donation to any Vinnie's shop and tell them "It's for the Toy Run". The folks there will make sure that it gets to the warehouse for distribution.

And if you live a bit further away from town you can make a donation on Sunday at the Vinnies Shop in Gawler St., Mount Barker, or at the Anytime Fitness car-park outside the Vinnies shop in Victor Harbor. If you forget all this and still make your way to Callington Oval on Sunday then there will be someone there to accept your donation on behalf of the Vinnies.

On a final note: there have been reports in local papers that the Toy Run has been cancelled and some bike shops also seem to have the same impression. NOT SO! Whenever you get the chance let people know that the Toy Run is still on and encourage them to come along on the day and make a donation. By bike, by car, by taxi, truck or semi, fill up and bring your donations in.

### Contacts for further information :

Harald Lindemann : MRASA Toy Run Coordinator 0421 289 714 haraldhl@bigpond.com  
Cathy Lux : MRASA Toy Run Site Coordinator 0408 853 380 cathy\_lux@hotmail.com

Visit the Toy Run page on the MRASA website at <http://mrasa.asn.au/toyrun.shtml>

**'IT'S FOR THE KIDS'**



**TOY RUN SPONSOR**

# ROXBY DOWNS TOY RUN REPORT

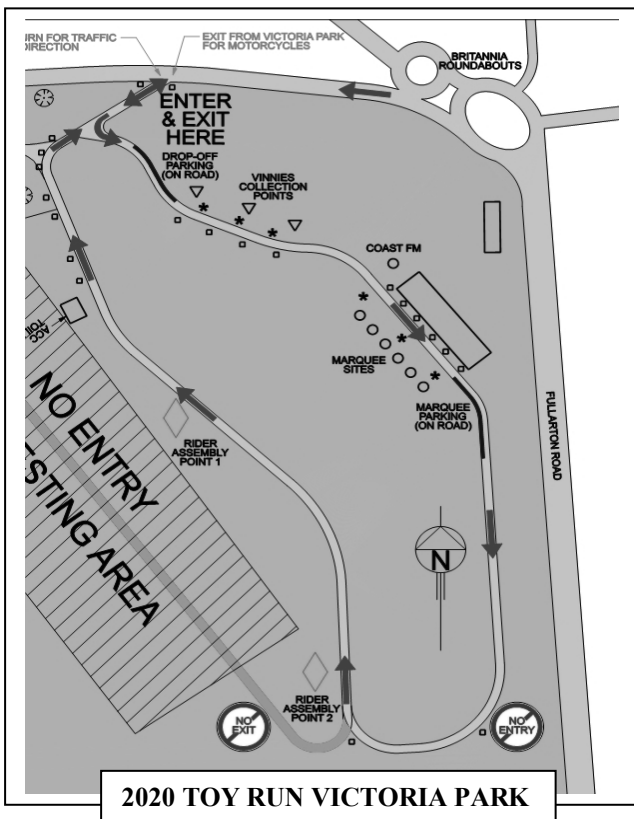
The 24th Roxby Toy Run was on the 14th November. 25 bikes and 8 car loads left Roxby at 11.30 for the 30km ride to Andamooka. We met up with a further few bikes and some more cars at the parking bay on the way to Andamooka. Once there we were able to give some nice presents to the Uniting Church reps from Pt. Augusta who were in attendance. The finish location at the Dyna Mite Café was great and we had live music as a bonus. Thanks to all who participated, especially to Santa and to the Dyna Mite Cafe for the excellent food and drinks.

We had 2 Covid Marshalls and all participants signed onto the contact tracing record and practiced social distancing at all times.

This year's best bike and best costume trophies, which were donated by Career Employment Group, went to Brock Andrew for best bike, (he had his bike decorated as a wrapped present and he was dressed as an elf) and best costume went to Mr & Mrs Claus, Richard & Colleen Pickering .

Next year is 25 years so we will have to do something special. We have 12 months to work it out.

Thanks Neil Burston



## 2020 TOY RUN VICTORIA PARK

Enter through the Eastern Gate off Franklin Street via the Britannia Roundabout. 10k speed limit. After entering the though the gate take a left-hand dogleg and make your way to the donation drop-off area. Parking is on the left just before the drop-off area (on the track not on the grass!).

Continue on to the Grandstand area where there will be coffee and a number of information stalls. Parking will be just after the marquees on the right side of the track (again, not on the grass!) Go to the MRA tent for badges and memberships. There will be a limited number of Covid Toy Run t-shirts for sale. If you are stopping in this area then get yourself ready for contact tracing either by QR Code or by written details.

A bit further along there are some temporary parking areas (on the track) for riders meeting up with friends

Exit through the Eastern Gate.  
Ride carefully and follow the marshalls' instructions.

## RIDING IN THE UK WITH COVID 19

Recreational motorcycling in England is permitted under new measures.

The Coalition of Motorcycling Organisations (COMO) has examined legislation and guidance for the new lockdown in England. If you are not required to self-isolate, the rules do permit riding alone or with one other individual. You are still subject to the social distancing rules and other measures.



Many riders have been asking whether riding alone is allowed under the new lockdown rules. Government has clearly stated that riding as essential travel is allowed. We looked into rules on riding for leisure and mental well-being which are not so clear.

We have studied both the legislation and the guidance and have concluded that the rules do permit riding for pleasure, alone or with a mate.

You can ride for recreation on public roads so long as you are:

- on your own
- with one person from another household
- with the people you live with (your household) or your support bubble

Bikers congregating in groups is not allowed under the legislation and will draw unwanted attention, as will any reckless riding. Please use good judgement and avoid any action that will adversely affect the reputation of motorcycling.

*Issued by Colin Brown on behalf of the Coalition of Motorcycling Organisations 11/11/20*

## CRUSHED CARS DRIVE HOME CRUCIAL ROAD SAFETY MESSAGE

Hoon drivers convicted for shocking behaviour behind the wheel have had their cars crushed into scrap metal ahead of National Road Safety Week – an unapologetic warning for all South Australians as the Marshall Liberal Government cracks down on reckless motorists.

A Volvo and Holden were crushed at Sar Metal Management in Wingfield. The vehicles, valued up to \$8,000, had been impounded and forfeited by the courts.

The Volvo driver had been caught five times over a 10-year period for offences including driving disqualified, driving with a prescribed drug in oral fluid or blood, and driving with excess blood alcohol. The driver also accrued 20 expiations from January 2010 for excess speeding, driving unregistered, driving uninsured, driving unlicensed and disobeying a red light.

The Holden owner committed two prescribed offences over a 10-year period – driving with a prescribed drug in oral fluid or blood and driving under disqualification or suspension. The driver continued re-offending after conviction for driving disqualified.

Road Safety Minister Vincent Tarzia said blatant disregard for the safety of law-abiding road users will not be tolerated.

“Choose to be an idiot behind the wheel and your car could be crushed to pieces,” Minister Tarzia said. “Sadly, this is what it takes to make some drivers realise their actions on South Australian roads have irreversible and tragic consequences. The crushing of these vehicles is nothing compared to the feeling that overcomes families when SAPOL officers knock on the door to deliver the devastating news that a loved one has been killed or seriously injured in a road crash. Too often crashes are caused by reckless drivers. Lives lost and serious injuries can be prevented but we must all play our part.”

“The Marshall Liberal Government is yet again pleading with all South Australians to take care on our roads.

*Media release 13/11/2020 Vincent Tarzia MP*

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**ROAD SAFETY SUMMIT  
SUBMISSION CRITIQUE REPLY**

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Dear Peter,

Thank you for your letter regarding the MRASA submission to the Labor Party's Road Safety Summit of 30 March 2020. I firstly would like to outline that this submission to the Labor Party was in response to their request for building a strategy for their 2021 election campaign. The submission was intended to outline possible subjects that could be pursued, at their choosing, that they felt could present opportunities to support motorcyclists and gain votes. Many of the points raised were topics only, brief to the point of being easily misconstrued. When the MRASA (and others) met with the Labor Party we were able to discuss the relevance and clarify what each meant.

The points you raise are valid, and I expect a number of Centrestand readers may have similar concerns and views. I hope that this response will help clarify some of the points we made, and assist you in understanding the basis behind the suggestions. Please reference the original numbering as outlined in your response as published in the Sept. issue of Centrestand (p. 6-7).

6. The MRASA believes that an increased visible presence of police will help deter unacceptable behaviour and risk taking. With respect to covert presence, we are not referring to cameras in rubbish bins, but rather unmarked patrols that have the advantage of witnessing opportunistic offenders. Offenders may also think twice about offending if they are aware that unmarked patrols are prevalent.

8. You are right, riders make the best decisions they can with the information at hand. This is exactly our point. Some decisions riders are making are getting them into trouble, particularly at locations of elevated risk. Our suggestion is to place road safety signs containing targeted messages for motorcyclists at locations which are known trouble spots. Signs such as slippery conditions ahead, tips on negotiating corners safely, reminders of loved ones at home at strategic roadside locations are far more effective than expecting riders to remember an advert they may have seen earlier in the week.

Consideration for road assessment and the use of motorcycle friendly street furniture is important. This is covered in detail in the Austroads report. This is something the Labor Party can action once they are in power, through consultation with DIT and related authorities. These items are listed as road safety strategy items at the end of the document.

10. The objective of the MRASA is to eliminate the stock of unserviceable helmets in second hand stores. We understand some second hand helmets are 'like

new' and these are not what we are targeting. Helmets that have linings falling out as powder, and foam that is no longer integral with the shell are on shop shelves, and are dangerous. It is this element we are trying to remove from resale. You are right, we do not have the statistics. We are simply trying to remove the opportunity for a budget challenged individual from buying a faulty helmet.

11. The MRASA would like to see low powered scooter and moped riders provided with some basic motorcycling riding and safety principles. We want them to attend a government subsidised training course that will help them to ride safely and to consider safe riding apparel. Riding a 50kph speed limited scooter on a 50kph road segment is not an issue. We fundamentally do not have an issue with that. When they choose to ride in a 60 or 80 zone problems with traffic flow are generated, to the detriment of the rider. Riders will often respond by riding near the roadside prompting vehicles to pass dangerously. I have heard this described as *mobile chicanes*, and I am genuinely concerned every time I see this on our roads.

This outcome is a direct result of allowing speed limited scooters into the market, and letting them be ridden by car licence holders. The MRASA would rather speed limited scooter riders be provided with some basic training so they do not put themselves in a situations of elevated risk. We are not trying to eliminate this segment, we are trying to make it safer. We have the same concerns that you mentioned you had in 1984.

The MRASA has identified that there is public confusion as to the use of motorised bicycles. We would like this confusion to be clarified. We wish that at all road (and footpath) users understand what the rules are, so we can all interact safely together. We are not advocating for or against them, just want clarity on what is legal.

The MRASA has a clear policy on safe riding apparel. We continue to advise riders to seek out the best possible clothing for dollars spent. As you know, we have been a long-time advocate of MotoCAP and will continue to inform riders about it. I cannot see how we implied 'required safety apparel', or even minimum requirements, that is opposite of what we want. The sentence should be interpreted as 'status of speed limits and required training. Status of use of safety apparel'. The mylicence website and related published documents recommend using safety clothing, but the exposure is only to licensed riders. Can you see the issue here? There is a segment of riders out there who are not receiving this kind of advice.

13. Handing out a road rules refresher guide is a pointless exercise. Would you be aware that this

document is available for free to everyone right now. I am sure you are diligent enough to keep yourself up to date, but for the other 99% of the community, if it is not mandatory or tied to a consequence, they will not read it. If the road rule reminders in the RAA magazine are anything to go by, the community responds well to this kind of update learning and the subsequent discussion it triggers. Resitting an assessment in some form is the only way individuals are going to take new information on board. I guess it will be expensive, is that the issue? If the mechanism is proven to work, funding should be found to make it so, and an efficient means of delivery sought and resolved. I respond the same for this being logistically unrealistic. Is it our concern how the testing is achieved or conducted? Education and training is a fundamental part of life. There are countless activities in life where trained people are re-assessed at intervals to maintain accreditation. Why should driving be any different, especially when the road rules change periodically? And we are not talking a few years or even 10, currently a driver or rider does not have to be re-assessed for a period of up to 50 years. How does this make sense?

14. We are making reference to assessments that are already in place in other jurisdictions, for all licence re-assessments not just those at age 70 and above.

15. You are right, it is not socially or psychologically appropriate to further restrict an individual regarding their welfare payments.

16. We are suggesting the ongoing usage of driver distraction campaigns, such as TV and radio campaigns. We are not suggesting increasing distractions for road users.

Graeme Rawlins President, MRASA

**Good Men Do Exist.**

**We're Just**

riding motorbikes, building  
motorbikes, buying motorbikes,  
thinking about buying  
motorbikes, buying parts to fix  
motorbikes, talking about  
motorbikes, racing motorbikes,  
cleaning motorbikes...

## ANOTHER TOY RUN FALLS TO COVID

The Melbourne-based Toy Run For the Father Bob Maguire Foundation has been cancelled due to the COVID restrictions of 50 people at outdoor events.

It follows the recent announcement that COVID travel restrictions had forced the 43rd Melbourne Toy Run to operate as a virtual event.

In NSW, the 43rd Newcastle Toy Run will collect gifts, but the ride is off, while the Motorcycle Riders' Association 41st Toy Run in Tasmania will go ahead as a restricted, ticketed event with details sent to ticket holders soon.

Toy Run For the Father Bob Maguire Foundation organiser Cate Hughes says the "tough decision" was made not only because of COVID restrictions but also to protect Fr Bob "who is particularly vulnerable due to his rare illness and age".



*Father Bob at a previous Toy Run*

However, efforts to raise funds and gifts for the appeal are still going ahead.

Fr Bob or Foundation staff will be at Scotties Garage Toy Run After Party on

Dec 2<sup>nd</sup> and there are some "mystery rides" still on and drop off points which will collect funds and gifts for the appeal.

"Although very disappointing to have to cancel last minute, I'm quietly confident that the riders, and now members of the public, will show their generosity at our drop-off points, with the added bonus of being able to accept larger toys/items that riders cannot carry eg bicycles, step on scooters etc," Cate says.

*Courtesy Motorbike Writer Dec 2020*

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## GLS TO GO TO PARLIAMENT

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Long-awaited reforms to motorcycle licensing are a step closer as the State Government proposes new laws for our most vulnerable road users.

The minimum age for a motorbike learner's permit will increase up to two years and riders will face extensive restrictions in a State Government plan to reform motorcycle licensing. Road Safety Minister Vincent Tarzia will introduce proposed laws aiming to protect riders and curb the spiralling number of motorcycle deaths in South Australia to Parliament on Thursday. It comes as new SA Police research shows inexperienced riders, aged 16 to 19, admitted being easily influenced by peers and engaging in more frequent risky behaviour beyond their ability.

The Government's proposed changes to the motorcycle Graduated Licensing Scheme include:

- **RAISING** the minimum age for a learner's permit from 16 to 18 (16 if living in regional SA and travelling for education, work or sport, and 17 if holding a provisional car licence).
- **BANNING** passengers, vehicle towing and riding between midnight and 5am unless exempt, regardless of holding any other licence, while on a learner's permit.
- **INCREASING** the minimum age for an R-date licence – the equivalent of a provisional licence – from 17 to 19 while ensuring a learner's permit is held for at least 12 months.
- **PROHIBITING** alcohol, irrespective of holding any other licence, while on an R-date licence.
- **RESTRICTING** riders who tested on automatic transmission motorcycles to those bikes only.

An increase to the minimum R-date licence period – from one to two years – means riders will be eligible for an unrestricted R licence when they are 21, compared with 18 currently. There have been 17 motorcyclist deaths – 15 riders and two passengers – so far in 2020, compared with 17 lives lost during 2019 and 10 fatalities in 2018.

Mr Tarzia told The Advertiser motorcyclists were over-represented in the number of deaths and serious injuries on the state's roads. "It is tragic to see riders, whether they are young or experienced, lose their lives in road crashes. These incidents

have horrific impacts on all road users," he said. "This reform is also about protecting families from that devastating knock on the front door that SA Police officers are too often forced to make after a fatal crash."

The 24 motorcyclists killed in 2017, when Adelaide University's Centre for Automotive Safety Research undertook a review into licensing reform, was the highest in more than two decades.

It has been almost three years since a report – commissioned by the former Labor government – was published in January 2018 with a series of recommendations for inexperienced riders. The Motorcycle Reference Group – consisting of police, doctors, ministers, government officials, road safety campaigners and industry groups – called for immediate changes. Labor, which lost the March 2018 state election, introduced a Bill to Parliament in May 2019 having accused the Liberal Government of failing to act on saving lives.

But Mr Tarzia said the State Government had conducted extensive consultation and "not rushed our response" to ensure it got the reform right. He said organisations involved in the Motorcycle Reference Group were invited to participate in the process but not all provided a response. "We need to stop carnage on our roads and protect motorcyclists. To do that we will deliver this carefully considered reform," Mr Tarzia said.

Riders accounted for 15 per cent of lives lost and 19 per cent of serious injuries across SA between 2015 and 2019 despite motorcycles comprising just 4 per cent of registered vehicles. There was a 12.5 per cent average yearly increase in young rider serious casualties during the same period, compared with a 7.7 per cent decrease in drivers from the same 16-19 age group. SA Police attitudinal research provided to The Advertiser reveals inexperienced riders riding sports, naked and trail bikes were often influenced by peers and had risk tendencies. The research found there were high numbers of 16 to 19 year olds who crashed into fixed objects or were involved in rollovers. It found 20 to 29 year olds were fearless riders who were heavily driven by adrenaline and most prone to risky behaviour including racing in remote areas or speeding through bends.

*Courtesy of The Advertiser 11/11/20*

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## MRASA RESPONSE TO THE GLS PROPOSALS

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Finally, after nearly 3 years of deliberation, procrastination and inactivity, changes of minister, the current Minister for Emergency Services, Vincent Tarzia is introducing the bill into parliament. We note this presentation was made without reference to any members of the groups participating in the consultation process.

The MRASA as a member of the Motorcycle Reference Group was party to discussions leading up to a report by Dr. Matthew Baldock from CASR recommending changes to the way motorcyclists attain their licence. The bulk of the recommendations made were common sense proposals in line with the existing car licence GLS. Indeed, if you search through the records of the MRASA, on the web page, you can see we have long held a similar position.

We and other riding members of the reference group, agreed that allowing skills to be acquired gradually is a good thing. The old analogy of crawling, before you walk, before you run, is very true in the context of learning to ride. Also, alcohol and riding do not mix, at any time, let alone whilst learning to ride.

The key point of opposition to the recommendations, and now the proposed legislation, is the raising of the minimum age to 18 with a few minor variations to meet critical needs, whilst a car learner's permit can be obtained at 16 years.

Firstly, the entire motorcycle cohort felt the disparity was discriminatory against motorcyclists. There has been no valid reason or evidence put forward to support delaying a motorcycle learner's permit by an extra 12 months, compared to that of a car. Crash statistics, traffic offence statistics and any other "evidence" all clearly point to an alarmingly similar trend for both car and bike riders, not a separator.

Police research quoted in the Advertiser article of 12/11/2020 shows that younger riders are often encouraged by older peers to partake in risky riding activity far beyond their capability and experience. A common concern heard in road safety circle centres on the cocksure attitude of "P" plate drivers.

Studies have shown that young people, especially adolescent males are more prone to impulsive behaviour than adults due to a slow down of the brain maturation process which is a necessary developmental stage to allow the development of flexibility of thinking and learning. This can continue in some people into the mid to late 20s. This finding, which is largely undisputed among neuroscientists, contests the assertion that impulsivity of actions and a lack of self-control like deciding to break traffic laws for a thrill is confined to 16-18 year olds.

Under the GLS proposal we would have an army of drivers (already heavily influenced by their peers) attaining their rider learners' permits, supremely confident in their own abilities, ready to show us older riders how to truly ride a motorcycle. Minister, such a mix of attitude is a disaster in the making. They will now be on machines capable of eye watering acceleration without the protection of a steel cage. Hopefully, they will survive. At least by allowing riders to get their learners' permits at the same time as that for a car, you remove the supreme confidence from a large number of applicants.

The MRASA has long advocated for a complete overhaul of the rider education process. Teaching riders to control a bike at low speeds on a car park has its uses but we need to include a significant on-road component which includes varying speeds and traffic conditions. More importantly, we need experts to work on the problem of correcting driver/rider attitude. Surely, the police research would be a very big hint that legislation alone is not going to fix the problem.

Lastly minister, please do not insult the efforts all the members of the Motorcycle Reference Group have put in to preparing legislation. The time lines on the MRASA material shows how long we have been waiting for this bill to come before parliament. There has been little or no consultation in the past 2 years. We have had promises but no action. Now we have action, but please minister on behalf of all parents and riders, do not make a bad situation worse by making riders wait 12 months after they can drive a car before they can ride a bike.

Ebi Lux

*(See p.17 for an article which may have a direct bearing on this issue of age. Ed).*

## AUSSIE MOTORCYCLISTS ARE THE HAPPIEST MOTORISTS

Australian motorcycle riders are the happiest motorists on the road, even in these COVID times, according to a new survey. The new research survey was conducted by YouGov and commissioned by ING which is launching their new Motorcycle Insurance.

It found that 82% of motorcyclists say riding makes them happy, compared with only half (55%) of motorists. This is nothing new and mirrors other studies and long-held beliefs that riders are happier.

Therapeutic benefits of motorcycle riding were also highlighted in the ING study. More than half (51%) of motorcycle riders surveyed said the positive mental health effects of riding was the top reason for them choosing the biker lifestyle.

ING Head of Wealth, Cathy Duncan, says the research indicates that “riding a motorcycle could be providing many with some of the same benefits of practices like yoga and meditation”.

The study of 1006 Australians aged 18+ years throughout the nation found that almost half (48%) of the motorcycling respondents said riding is a form of mindfulness that helps them de-stress.

Another study by UCLA’s Semel Institute for Neuroscience and Human Behaviour recorded brain activity and hormone levels before, during and after riding a bike, driving a car and resting. The bike ride resulted in a 28 per cent decrease in biomarkers of stress.

Here’s why riding a bike can help your mental and even physical health:

**Reduces stress** Getting stuck in traffic has to be the reason why many of us hate getting out. So, logically, riding a bike reduces anxiety, simply because you’re not going to be jammed in, well, at least not as badly as your friends on four wheels. This can reduce stress and can ease anxiety levels.

**Improves brain health** It’s all eyes and ears on the road when you’re riding a motorcycle. This sensory focus means that riders are more alert to what is going on around them, increasing brain activity. Riding a bike increases alertness that’s similar to drinking a cup of coffee.

**Body benefits** On average, a motorcyclist can burn up to 600 calories per hour depending on the terrain and body type. Your body is working hard to maintain balance, keep you steady against wind forces and supple enough to manoeuvre.

Riding a bike can be likened to doing a form of low-impact exercise. Apart from this, riding a bike also helps your posture and improves your core muscles over the long term. Also, don’t discount the vitamin D intake.

**Part of a community** Riding a bike offers the best of both worlds: Solo time and being part of a larger biking community. Most avid motorcyclists are part of a larger community and this can boost happiness levels and improve mental health.

Other highlights include:

- 41% say they love the sense of freedom that comes with riding;
- more than a third (34%) enjoy the fresh air and taking in nature;
- 35% got into riding because of their friends or family;
- 24% of riders vow to keep “biking” as a family tradition;
- 26% will teach their kids how to ride;
- 43% want to share their joy of riding with friends or their partner.

The study also found riders were aware of their safety with 36% saying their riding gear was their ‘second skin’ while 47% said it gave them confidence on the road. As many as 60% said their gear and leathers were more important than other personal belongings such as their car, computer, phone, watch or wedding ring.

While 40% of Aussie motorists said they found it difficult or stressful to find parking, only 23% of motorcyclists complained about parking.

The research found that Aussie motorcycle riders aren’t only benefitting mentally from their activity, they’re also saving time and money. More than one in three (36%) motorcycle riders said they love riding for: the convenience of getting around, the ease of finding a parking spot (35%), and saving money (34%). A quarter of riders said they started riding because it helped them avoid busy public transport and is a quicker commute.



Even non-motorcycle riders can see the commuting benefits amid COVID-19, with a fifth (18%) considering riding a motorcycle as an easy way to get around and almost one in 10 (9%) believe it is a way to escape busy routes to work.

“The research suggests the pandemic has many reassessing their daily commute and how they get around,” says Cathy. “With price and convenience benefits along with mental health and wellbeing perks, why wouldn’t you consider it?”

*Courtesy of Motorbike Writer 19/9/2020, Economic Times India Times 22/9/20*

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## EXHAUSTING FACTS

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For some motorcyclists noise is a source of pleasure. For others who state that ‘loud pipes save lives’, it is a guarantee of safety. Motorcycle journalist Chloé Gaillard has a different opinion.

Ah, noise... An old debate among riders, and more and more, when it is excessive, a significant nuisance for other road users and residents, to the point of now being placed at the heart of political concerns and threatening our freedom to ride.



According to the latest accident report (2018) from the French National Inter-ministerial Road Safety Observatory (ONISR), 44% of motorcyclists involved in fatal accidents are not responsible. In 63% of these cases, the motorcycle was claimed to have not been detected by the other vehicle. These are enormous stats. Thus, in order to guard against this risk, some of us adopt noisier exhausts and/or behaviours that are supposed to enhance our ‘detectability’. Clearly, playing the noise card to be better perceived is thought to be a logical action. This bias gave birth to the famous slogan ‘Loud Pipes Save Lives’. Far from being unanimous, the premise inherent in the statement is questionable.

According to the rules of physics and acoustics, sound emissions propagate in the direction of their exit. Ironically, vehicle exhausts, motorcycle

mufflers included, are installed at the rear, as everyone knows. A motorcycle can therefore be heard as it passes, and further downstream – unlike the vehicles of fire-fighters and law enforcement officers who are equipped with sirens facing the front, so as to be heard when they go to navigate their way through traffic. Let’s say it again: *The noise follows the bike but does not precede it.*

Still, according to the ONISR report, in 31% of cases, fatal biker accidents occur in built-up areas. If noisy exhausts do not allow you to be spotted by other users (other than as an annoyance) anticipation remains the best solution to ensure your safety. A few customary precautions could save you: an efficient lighting system, colourful equipment and/or clothing, defensive riding, etc. Not to mention, when necessary, the use of the horn. If it is placed and aimed towards the front and therefore emits forward, it provides a good warning for others. The horn is legal and way more bearable than over-revving, which some offer to other road users.

Often a source of fascination in the motorcycle world, the sound of a silencer is the subject of a real quest, both for riders and

manufacturers. Where certain brands commit considerable resources to acoustic research to obtain the perfect match, others readily juggle with standards and technology (or lack of it) to produce systems which emit increased and often excessive volume.

On the owners’ side, the fitting of adaptable exhausts, not always approved for road use, and the removal of baffles are common practice. If some tend to enhance (in the good sense) the sound, others aspire only to emit excessive noise. As an unfortunate consequence it forms an important threat to our right to circulate and the sustainability of the use of motorized two-wheelers. The current increase in bans on motorbikes due to noise in several areas in Europe, are an almost daily reminder of this.

*Courtesy FEMA Sept 2020 Written by Chloé Gaillard, journalist at Moto Magazine*

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

<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 Salis Plains
<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, 10% accessories	8344 7888	122 Main North Rd Prospect
<b>DC Motorcycles Melrose Park</b>	Disc on request – see Don	8377 5566	22/788-9 Marion Rd, Marion
<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% repairs, all Aussie leather	8234 1090	10 Deacon Ave Richmond
<b>Ken Oath Leather Goods</b>		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 Tce 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	949 South Rd Melrose Park

**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)

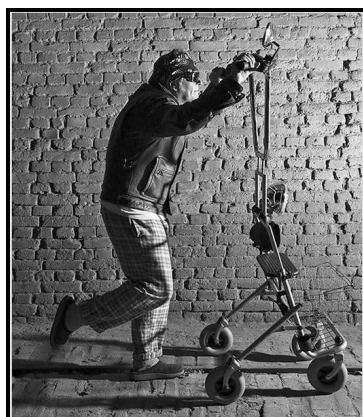
Road Statistics from SAPOL. [http://www.sapolice.sa.gov.au/sapol/road\\_safety/road\\_statistics.jsp](http://www.sapolice.sa.gov.au/sapol/road_safety/road_statistics.jsp)

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

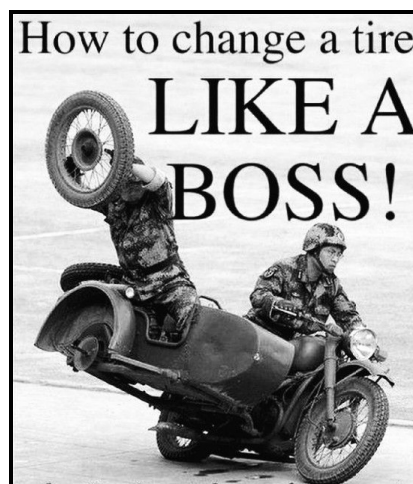
For information about motorcycle safety gear testing and rating. [www.motocap.com.au](http://www.motocap.com.au)

For information about helmet testing and rating. <https://crash.org.au>

For regular updates register at Austroads Road Watch [austroads.roadwatch@infoservices.com.au](mailto:austroads.roadwatch@infoservices.com.au)

**MOTORCYCLING AROUND THE WORLD**

Once a Biker ...



Not Slowin' Down for Nothin'

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President – Graeme Rawlins 0419 832 384  
 Vice-President – Ebi Lux 0418 800 362  
 Secretary – Cathy Lux 0408 853 380  
 Treasurer – Harald Lindemann 0421 289 714  
 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 – Cathy Lux 0408 853 380  
 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 – Greg Janzow 0400 056 056  
 Webmaster – Graeme Rawlins 0419 832 384  
 Public Officer – Harald Lindemann 0421 289 714  
 AMC Representatives – Graeme Rawlins, Ebi Lux

**Mid-North Register Committee**

President - Stuart 'Toot' Bunnett 0408 840 206  
 Vice-President - Jackie O'Reilly 0407 742 006  
 Secretary – Greg Stevens 0409 842 434  
 Treasurer – Barry Stoneman 0407 187 634  
 MRA Mid-North PO Box 37 Snowtown SA 5520

General Members: Warren Hicks, Gahan de Zilwa, Frank de Francesco

*Note: 5 General Member positions for the Committee remain unfilled and will be appointed by the Committee. If interested contact Graeme 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 \_\_\_\_ / \_\_\_\_ / 2018 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 \_\_\_\_\_



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**ROAD SAFETY**



**Government of South Australia**

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