

# CENTRESTAND

JUNE 2015



## let those who ride decide

The journal of the Motorcycle Riders' Association of SA Inc. [Printpost approved No. PP 100003163](#)

**IN THIS ISSUE:** [Toy Run Report](#), [Webshots](#), [Helmet Cams](#), [Helmets](#), [M/C Security Survey](#)



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

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

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- Contributions welcome
- Photographs welcome: colour or black-and-white
- Opinions: contributors' and advertisers' opinions and assertions do not necessarily reflect the views of the MRA
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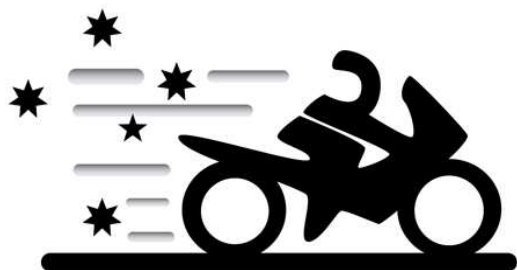
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**COVER PIC: Cobblestone Road (120k), Peru. by Harald Lindemann**

**COVER DESIGN:** Back to the old style – our graphic designer is on holidays overseas.

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



**Australian Motorcycle Council Inc.**

**EDITORIAL**

**Harald Lindemann**

Motorcyclists have an image problem. For too long we have all been lumped into the one bag. For years, ever since Brando put on leathers to become a 'Wild One', motorcyclists have been feared, put down and vilified for their lifestyle. We all have stories. All the teachers and lawyers, tradies and day labourers, the fruit pickers and engineers, the mechanics, artists and mine workers, all treated as if they were a homogenous group, just because there are a few of us who are criminals and have criminal intent.

Look at what is happening in Queensland – all motorcyclists getting harassed because the government declares war on a few. I think that they (the government and the police) really can't tell the difference anymore between motorcyclists going about their legitimate business (like being part of a funeral procession) and committing acts against the law.

And here in South Australia we have a Senior Police Detective who can't tell the difference between outlaws breaking the law and ordinary riders trying to support their community.

For thirty-six years the MRASA has been running an annual Toy Run to give South Australian riders the opportunity to raise funds and toys so that disadvantaged families can have a happy Christmas, so that kids who otherwise might wonder why Santa has forgotten them will wake up with a smile on their faces on Christmas day.

And then we have an experienced senior police officer making grossly insulting statements that imply that our Toy Run is being run by criminal outlaw gangs just to improve their image with the general public.

Is it ignorance or does he just not care what sort of damage he does to the efforts of law-abiding citizens trying to improve their community? Because people will believe what they read in the papers and people will stop giving if they think that we support criminals.

So when you can, let people, especially non-riders, know what the Toy Run is about, because it belongs to you, the riders who are trying to make our community a better place.

Ride Safe, Harald

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## PRESIDENT'S REPORT

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The European Union has mandated that from 1<sup>st</sup> January 2016, ABS must be fitted to all new road and dual-purpose motorcycles over 125cc and those under 125cc must have either a combined braking system or ABS. Other regulations include automatic lights-on and increased standards for engine emissions.

These changes will impact on Australian riders. Australia buys a small portion of the bikes in any production run, usually less than 5%. The bikes aren't made in left- or right-hand drive; often the only change is the program in the engine management to suit the fuel sold in the country of sale. The changes will flow into the new bikes for sale here.

The last significant improvement in safety for riders was the compulsory helmet laws. ABS on motorcycles will increase rider safety. A study has predicted a significant drop in fatalities and serious injuries. The sticking point in the study for me is that the riders on whom the study is based were willing to pay a higher price for factory ABS. Either ABS was an option or on an upmarket bike as standard. I would have considered these riders as a group as being safety conscious riders who are therefore already less likely to have an accident. Regardless, motorcycles and ABS are going to become common. That said; don't think all ABS systems on motorcycles are the same. They are not. If you ride a new bike or just one that is new to you, find out what happens when you grab the anchors. Be aware that some ABS systems incorporate lean angles into the braking calculation. Best to not to find out what happens by accident.

My only concern is the lack of research or documentation on motorcycle ABS on unsealed roads. Riders of dual-purpose motorcycles in Europe are already asking for a way to switch off the ABS. As a rider who learnt to ride on dirt, I know there are times I want to, make that need to, lock a wheel, and I don't want ABS controlling my brakes under all conditions. Please give me a switchable system that defaults to 'on' whenever the bike is started, like the BMW F650GS.

I do support motorcycle ABS even at an increase in the cost of a new bike. Yes, I think it will save lives, but, call me old-fashioned if you want, I just

don't want to hand over all of my control of my motorcycle brakes to technology.

Safe Riding  
Phil McClelland  
President MRASA

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## TOY RUN REPORT

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The Toy Run Committee is working hard at the moment to bring you another successful Toy Run in 2015.

The stunt riding exhibition by Dave McKenna in 2014 was well received though many riders complained that they didn't know about it. How, I don't know. It was on the poster, the website, the Facebook site, people were talking about it, Yamaha World emailed it to their enormous fan base. So check for the latest info if you want to know what we will be up to on the day.

We will be trying to get something the same/similar for 2015, but of course that depends on sponsorship. It also looks like we will probably be having a wedding at the Toy Run this year, of two people who met at the Toy Run.

Harald Lindemann Toy Run Coordinator 2015

# SHANNONS IS NOW INTO BIKES.



**DARYL BEATTIE**

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**WEBSHOTS Graeme Rawlins Webmaster**

The Dept of Planning, Transport & Infrastructure (DPTI) Motorcycle Reference Group Meeting – 20/4/15 (report courtesy MRA VP/RSO Ebi Lux).

**Adelaide Hills road audit and safety measures implementation**

As part of the ongoing road maintenance program all State Government-owned roads are swept every fortnight to remove minor accumulation of detritus.

Paint used for line marking will be standard paint but with a 50% quartz additive as opposed to the normal 40%, thereby providing better grip. Testing of paint quality and inspections of application durability will be carried out monthly.

The current stack cushions used to support wire rope barriers is dark green, which is nearly invisible in low light conditions. A trial of white stack cushions will occur along Main North Road, which will make the barrier more visible. It is expected that all future rope barrier deployments will also have white cushions. The MRA asked if replacement/repair of existing barriers would also be in white. Outcome of this to be advised.

**Lane Filtering**

As a result of MRG influence, a recommendation to trial lane filtering will be presented for ministerial approval. Group consensus was that filtering was inevitable, as other states had approved the practice, and waiting to see results served no purpose. This does not mean the trial will commence immediately as it needs to be prepared, presented and approved by the minister to proceed.

The MRA suggested that RiderSafe prepare training advice on how and when to safely filter as part of the basic RiderSafe course.

**Returning Riders Course**

A returning riders course has been prepared and was successfully trialled by two groups of riders ranging from genuine returning riders to highly experienced riders. Feedback was positive with only minor amendments required. The course lasts for approximately 3.5 hrs with lecture, practical and DVD content.

It is expected to roll out the program by September, and it will be available at all of the RiderSafe ranges. The cost at this stage has not been determined.

RiderSafe said their courses are aimed at getting a novice onto a bike. They will investigate the possibility of promoting advanced riding skills trainers and facilities through their sites. Note that anyone offering professional rider training must be a licensed

instructor. There have been instances of unqualified people offering advanced rider training.

**Implementation of rub rail barriers in the Adelaide Hills**

The installation of the metal rub rail beneath W-beam guardrails is proceeding. Due to the additional funding and relatively low cost of the metal rails a total of 354 lane-kilometres will be installed throughout the Adelaide Hills and Fleurieu Peninsula road network.

**Adelaide Hills Signage**

The recent road audit has identified many instances of poor or misleading signage in the Hills. Examples include signs that are invisible, positioned too late to be effective, too small, too low or otherwise incorrectly placed. These will be replaced with a new generation of signs as part of the program. One instance of a rubbish bin mounted on concrete in what is clearly a runoff area has been identified and will be moved as a priority.

**Non-skid steel plates (not) used in roadworks**

The MRA raised the issue of smooth steel plates being used to cover holes in roadworks presenting a danger to motorcyclists. DPTI will check on the requisite standard and advise contractors accordingly. The MRA will provide specific locations of plates deemed to be unsafe. If you know of a location where a steel plate is being used without an approved coating, please let us know via email or our Facebook page.

In January 2013 the MRA received a letter from the then Road Safety Minister, Jennifer Rankine, detailing amendments to the *Specification for the Excavation and Reinstatement of Existing Road Pavements* and advising us that steel plates require an approved anti-skid coating to help make roads safer for motorcyclists. The MRA is concerned that this requirement is still being overlooked.

**Timed M/cycle Parking in CBD (non-MRG info)**

Late last year Adelaide City Councillor Moran moved that the ACC prepare a report on the feasibility of applying time limits to on-street motorcycle parking spaces (none of which are currently time-limited) in the CBD. This has now been implemented.

Some members of the MRA did a drive-by of around half of the CBD and North Adelaide motorcycle parking spaces in April and found that those on Bentham St., Morney St. and Franklin St. are now timed. Motorcyclists parking in the city should be on the lookout for these new timed parking spaces, along with others that are likely to pop up.

So far, most of these parking spaces are near motorcycle shops, presumably to enable customers to come and go and to deter commuters from parking all day, but let us know of any others you find.

## MOTORCYCLE RIDERS ON TRACK TO HIT MILLION MARK



Photo: Fiona Morris

Kate Rothwell saves money and time riding her bike to work.

Australians are swapping cars and congestion for the ease and exhilaration of motorbikes in big numbers, driving the ranks of motorbike and scooter riders towards the million mark.

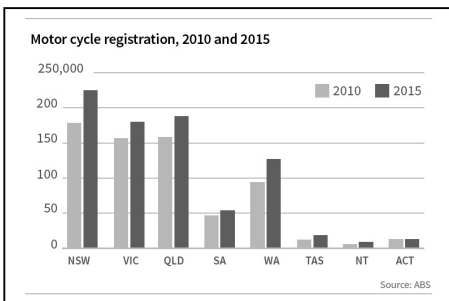
Motorbike registrations jumped by 22.3 per cent between 2010 and 2015 compared to 12.1 per cent growth in total vehicle registrations over the same period, according to data collected from the Australian Bureau of Statistics.



Photo: Vince Caligiur

Motorbike owner Jan Jonker bought a bike to save on petrol and beat the traffic. An experienced rider, Jan

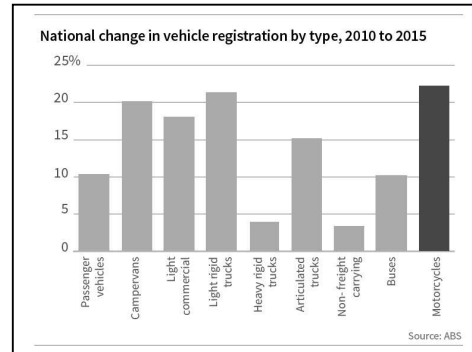
commutes to work on his bike, covering at least 60kms every day. "I've been riding most of my life. I just love it...I'm pushing 50 and I want to ride until I can't ride any more," he said. "In a car you just take up so much space and then you get stuck in traffic. I save so much on fuel and it's so easy to park." He rides a \$25,000 limited edition Honda CBR1000 RRST.



Bikes and scooters now make up 4.5 per cent of the more than 18 million vehicles on

Australian roads. And it's not just boy riders and middle-aged blokes who are taking to the road on two wheels; women riders now make up a significant and rapidly growing group.

Thirty-six year old Kate Rothwell has loved motorbikes since she was a little girl and got her motorbike licence before her car licence. Earlier this year she spent \$14,000 on a Yamaha R6 600cc, her first "proper sports bike." It's a powerful machine and Kate loves taking trips up the coast on the weekend but it's also an economical way to beat Sydney's gridlock.



Kate said taking the train to and from work would cost about \$60 a

week compared to as little as \$18 to fill her motorcycle tank, and it's also quicker. "It would take me one hour to get to work on the train, compared to 30 minutes on the bike," Kate said. "So the benefits outweigh any risks for me, and there are risks... you have to take the view that maybe everybody is out to knock you off your bike."

Marcus Kelly sees first hand the growth in new riders as business manager of the Driver Education Centre of Australia. He said equal numbers of men and women enrolled in their rider training courses and he was thinking about starting a ladies-only training course. "Sometimes the young blokes can upset the karma of the class and they are not patient when a student is struggling," Mr Kelly said.

The economics of running a bike compared to a car was a big factor for a lot of first-time riders, along with beating the traffic and easily finding a city park. Commuting to work on a motorbike was now commonplace in the city and it was encouraging more and more men and women to try it out. With more and more people riding to work, more people are feeling confident it's a safe option." Peak sales for bikes and scooters are in the summer season and as many as one-third of the bike stores' customers are women. A first bike will set you back between \$7000 and \$10,000 and the most popular scooter model is about \$4000.

Courtesy *The Age*, July 24, 2015

## HELMET CAM FINE

Tony Deane, a Bonville motorcycle rider, was fined \$311 and 3 demerit points for wearing an action camera on his helmet in October last year.



It was alleged the 40-year-old had breached compliance under the Australian Standard by modifying his helmet with external rigid projections greater than 5mm in height. The action camera was allegedly attached to the top of his helmet, mounted with adhesive tape.

Under the mandatory standards, motorcycle helmets cannot be modified to change the "structural integrity" of the safety gear such as drilling holes in to the shell. Tony, however, argued that temporarily fixing an action camera GoPro with tape to a helmet is an accessory, not a modification.

Last week saw the charges dropped before the issue was able to be tested in court. A pity, because without a firm ruling it means that motorcyclists will continue to be booked.

**Australian Motorcycle Council** spokesman Guy Stanford has renewed calls for the "extremely complex" laws surrounding helmet compliance standards to come under "immediate review" by state and federal governments.

"There is no reason a camera or communication device couldn't be attached so long as the helmet did not need to be modified to accept the attachment," he said. Adding an accessory to your helmet doesn't change the structural integrity – if the accessory is removed, the helmet is the same as when supplied."

Guy said the raft of complex laws surrounding helmets were compounded by each state having their own requirements for helmets, which often clash. "This is something we have been trying to get reviewed for five years," he said. "State laws need to come into line with each other and it needs to be made very clear what's legal and what's not."

The **Australian Motorcycle Council** has made submissions to the government to alter legislation.

*Info courtesy of The Coffs Coast Advocate.*

There are issues and concerns about the idea of helmet cams (or GoPros) on helmets. But are there safety concern? After all, adventure parachutists, hang-glide enthusiasts, cyclists and many more people are fitting cameras to their helmets to record their journeys and experiences. Even police motorcycle cops are wearing them. So what's the fuss?

The main issue is one of helmet integrity: attaching the camera may compromise the helmet's safety rating. The helmet may fail in extreme conditions. Certainly, if the helmet cam is attached by drilling holes and attaching screws or bolts then there is a case, but the ones I have seen are attached with adhesive tape. It is usually 3M VHB tape. Now this tape is tough, same as the glue they use for compliance stickers. Try getting it off once you've put it in the wrong place. Choose the site of your helmet cam carefully, because once it's on, you're committed. It certainly won't come off at bike speeds. The weakest part is, of course, the camera attachment. This will break in the event of a fall before the tape is ripped off.

An argument has been put forward that if, in a crash, the helmet cam is struck directly so that the force of any blow is towards the helmet and not lateral, as you would normally expect in any crash, then the helmet cam could puncture the helmet. This is worth thinking about.

Given the movement of the rider's head in an accident it is unlikely – I would say, very unlikely – that this would occur. Think of the falls that you have had. You fall, you roll, you slide, you strike the road, guardrails, other vehicles, usually body-side-on, and if you do hit your head with any degree of force, the helmet is there to absorb the shock. The helmet cam is made mostly of plastic or with a thin metallic body, so it will crush before it has time to penetrate a helmet which has been designed to withstand this sort of punishment.

The other issue is one of legislative recognition. The current legislation was written before helmet cams and is inadequate to deal with the issue, so the cops can just decide for themselves what is what and let the courts decide, if the motorcyclist is willing to take it all the way. Clearly, legislation needs to catch up and you'd think that the cops would be on our side, given their take-up of the technology.

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**Statement from the National Australian Christian Motorcycle Clubs and Associations Conference March 27-29, 2015.**

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The V.L.A.D. laws in Queensland, consorting laws in NSW, the old SOCCA laws in SA, and similar laws in other states, change the nature of crime from "What you do", to "Who you meet with". The laws result in people being punished for innocent activities. They make it a crime for some people to meet socially, have a meal together, or go to the footy.

The VLAD laws apply to a club or a league or to any group of three or more persons, by whatever name called, legal or illegal. Every Queenslanders has the potential to be impacted.

The National Christian Motorcycle Club and Associations conference calls on all governments, Federal and State, to repeal all laws that punish people for association rather than for crime.

All crime, no matter who commits it, should be investigated thoroughly, tried justly, and punished appropriately.

**We do not believe these laws fit with the Australian ideal of justice and a fair go for all.**

Ambassadors CMC    God's Squad CMC  
 Bikers For Christ MM    Longriders CMC  
 Bikers 4 Christ MF    Pilgrim CMC  
 Righteous CMC    Saints CMC  
 Christian Motorcyclists' Association  
 Christian Sportbike Association  
 Australian Tribe of Judah MM  
 Black Sheep HDFC MM  
 Disciples for Christ MM  
 Brotherhood CMC

This seems to be all the more important now that the SA Government's association (read 'bikie'), laws have been passed and organisations have been declared criminal organisations.

**The list of declared organisations:**

Bandidos, Comancheros, Descendants, Finks  
 Gypsy Jokers, Hells Angels, Mongols, Nomads,  
 Rebels, Red Devils

<http://www.abc.net.au/news/2015-08-06/south-australia-bikie-laws-come-into-effect/6677298>

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**MOTORCYCLE SECURITY SURVEY**

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This was launched on 13 April 2015. MRASA members have been invited to take part in a survey conducted by the South Australian Vehicle Theft Reduction Committee (SAVTRC) and CARS (Comprehensive Auto-theft Research System). SAVTRC is a joint government and industry committee undertaking research into the topic of motorcycle theft and involves:

SA Police    RAA of South Australia  
 Department of Planning, Transport and Infrastructure    Insurance Industry  
 Attorney General's Department (represented by CARS)    Motor Trade Association of SA

In 2014 the SAVTRC conducted Stage One of the study by surveying individuals who had reported a motorcycle theft to SAPOL over the previous 18 months. Stage Two involves broadening the survey to all motorcycle riders in general. This will not only increase our sample size and add more statistical reliability to the results, but may enable comparison of the results from recent victims of motorcycle theft with non-victims.

The survey is an online survey and involves respondents answering between 22 and 46 questions. The exact number of questions depends on whether or not they have been a victim of theft in the past. The survey should take between 10 and 20 minutes to complete.

The survey is available now. MRASA members can go online and complete it at any time. The survey will remain open until the 31st August 2015. In early August one respondent will be randomly selected (from those who have included an email or mailing address) and will receive a prize in the form of a \$200 Yamaha World gift voucher. This is offered to encourage MRA members to complete the survey and encourage other riders to do the same.

Please read the letter from CARS ([http://www.mrasa.asn.au/pdf/MSSletter\\_April2015.pdf](http://www.mrasa.asn.au/pdf/MSSletter_April2015.pdf)) for more information on the survey. Here is a link to the survey. <https://www.surveymonkey.com/s/MRASA>  
 Questions can be directed to Mr Paul Thomas, Manager, National CARS Project, Attorney General's Department, on (08) 8207 1669.

## THE WIT AND WISDOM OF MOTORCYCLING

- 🏍️ Education is important, but riding is more important.
- 🏍️ Life is a limited time offer... Live deliberately. Ride often.
- 🏍️ PMS - The Silent Killer. **Parked Motorcycle Syndrome** – symptoms include pacing back and forth in the garage, irritability, headache, and nausea. If you or a loved one is suffering from any of these symptoms, get out for a ride. Prolonged exposure to a parked motorcycle can drive you completely insane.
- 🏍️ Not sure if riding is good therapy or an addiction.
- 🏍️ Born to ride; forced to work.
- 🏍️ I don't always ride my Harley, but when I do I take my tools and cell-phone.
- 🏍️ When it comes to deciding to hit or avoid animals, the rule is if you can eat it all in one sitting then hit, if multiple then try to avoid.
- 🏍️ I ride because it lets my soul out to play.
- 🏍️ If you want to be happy for a year, marry. If you want to be happy for a lifetime, ride a motorcycle.
- 🏍️ The perfect man? A poet on a motorcycle.
- 🏍️ A bike is like sex: it's better to have it.
- 🏍️ The price of man in motion is the occasional collision. Motor racing is dangerous. In order to be competitive in this business it is necessary for both man and machine to operate at the outer edges of their respective performance envelopes. The closer we come to the edge, the greater the risk of falling off.
- 🏍️ Dirt bikes are not for wimps. They are, however, quite suitable for the clinically insane.
- 🏍️ Dirt is for riding. Pavement is just to get you there.
- 🏍️ "I don't feel like going for a ride today." – said no motorcycle rider ever
- 🏍️ I have six motorcycles. Had to rent a second garage to keep them all.
- 🏍️ Happiness isn't around the corner, it is the corner.
- 🏍️ The difference between driving a car and riding a motorcycle is the difference between watching TV and actually living your life.

Thanks to Bingemheimer

The South Australian Scooter Club welcomes



Motorcycle Riders Association

machines of all makes and models. We promote the benefits of motorscooters and emphasise the riding style that suits these machines. We are all riding enthusiasts who love to be on two wheels (sometimes three).

Our rides vary from our fixed monthly ride (every third Sunday) to overnight rides, and sometimes extend to interstate tours. The SAS is a great way to meet friends, to learn from each other in a non-competitive atmosphere. We all never stop learning and promoting education, so we ask all riders to be motorcycle-licensed, wear appropriate safety gear and have machines capable of maintaining the posted speed limits. So if you would like to have a lot of fun, come and join us and the MRASA. Guests are welcome.

Upcoming rides are all starting at 9.30am

Date	Meet at	Finish
Aug 16	BP St Marys	3 Dams Ride
Sept 20	BP St Marys	Belair, Mt Barker
Oct 18	BP Evandale	Norton Summit and beyond
Nov 15BP	Evandale	Hills Loop
Dec 13	Victoria Pk.	Toy Run to Callington

Contact Frank 0412 937 606





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## HOW DO HELMETS WORK?

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Helmets are normally comprised of four elements: a rigid outer shell, a crushable liner, chin strap or a retaining system, and fit or comfort padding. The rigid outer shell, when present, adds a load-spreading capability, and prevents objects from penetrating the helmet. The liner, usually made of EPS (expanded polystyrene) or similar types of material, absorbs the energy of an impact by crushing. The chin strap, when properly buckled and adjusted, along with the fit padding, helps the helmet remain in position during a crash.

Helmets work like a brake or shock absorber. During a fall or crash, a head is travelling at a certain speed. Since the head has weight and is moving, there is a certain amount of energy associated with the moving head. When the helmet along with the accompanying head impacts an unyielding object – a rock, a wall, a curb or the ground – the hard shell starts taking the energy generated by the falling helmet (head) and spreads it over a larger portion of the helmet, specifically, the internal foam liner. The foam liner then starts to crush and break, which uses up a lot of the energy, keeping it from reaching the head inside. Depending on how fast the head is travelling, and how big, heavy and immovable the object is, the faster the head slows down, the more energy is present. In short, everything slows down really quickly. A helmet will effectively reduce the speed of the head by breaking and crushing, which reduces the amount of energy transferred to the brain. The whole process takes only milliseconds to turn a potentially lethal blow into a survivable one.

### Why should you replace your helmet every five years?

The five-year replacement recommendation is based on a consensus by both helmet manufacturers and safety research. Glues, resins and other materials used in helmet production can affect liner materials. Hair oils, body fluids and cosmetics, as well as normal wear-and-tear, all contribute to helmet degradation. Petroleum-based products present in cleaners, paints, fuels and other commonly encountered materials may also degrade materials used in many helmets, possibly degrading performance. Additionally, experience indicates there will be a noticeable improvement in the protective characteristic of helmets over a five-year period due to advances in materials, designs, production methods and the

standards. Thus the recommendation for five-year helmet replacement is a judgement call stemming from a prudent safety philosophy.

### Should I buy a helmet on-line?

Good fit is essential for best head protection. Everyone who shops for a helmet should do it as if it is a shoe purchase. Generally we do not recommend buying a helmet on the web. There is no way to know whether a helmet will fit well based on the size designation of a helmet and your head circumference. People with the same head size may have different head shape. Without trying on the helmet there is no good way to tell.

### How do I choose a helmet?

Buying a helmet is much like buying anything that is important to you. You should choose a helmet based on its ability to do the job it's intended for, regardless of whether or not it's to satisfy a law or if you want the best protection available. First you need to decide about the things that matter to you. There are a number of items that are important in finding a helmet that suits you buy:

- Fit – Make sure that the size and shape of the helmet are suited to your head. Sizing in helmets, even many of the numerical sizes, may not be consistent from brand to brand or even model to model. Additionally make sure the retaining system is effective, comfortable and easy to use.
- Comfort – Make sure the helmet is as comfortable to wear as possible. It is likely to be on your head for a while and it should not become so annoying that you are distracted from the important task of riding safely. Also, choose an appropriate helmet for the type of riding you will do most frequently and the environment you're riding in. Full-face helmets offer a measure of protection from impacts to the face and flying debris like cigarette butts and gravel as well as help to avoid the dreaded insectus dentus adhesion affliction, or "Bug Tooth Syndrome". Full-face helmets do tend to retain more heat though, which is a consideration as well.
- Style – This may seem trivial and not related to safety, but it does have its place. Get a helmet you like. For many, riding is a big part of their life. It's not just transportation, but also an important recreational activity, even a lifestyle. It is common sense to conclude that a rider is

more likely to consistently wear something he or she likes rather than something that they do not.

### **How do I know whether a new motorcycle helmet is a good fit for me?**

First, you should try a few helmet models to find one that feels most snug and comfortable all the way around the head. To check if the helmet is too big, you should buckle the strap and try to pull the lower back of the helmet forward and then push the front brow area of the helmet backward to see if the helmet will slip off either way. If it does, the helmet is too large. A new motorcycle helmet should fit very snugly. Most people buy a new motorcycle helmet one size too big. To make sure the helmet is not too small, you should leave the helmet on your head for at least five to ten minutes to see if there is any feeling of pressure point. Some helmet models have exchangeable cheek pads for better comfort.

### **What should I do to take care of my motorcycle helmet?**

Do not place your helmet so that a projection or any hard object, such as the motorcycle mirror, can damage the inner foam liner of the helmet. Only use mild soap and water to clean the inside pads. Never use any chemical cleaning products for the inside or outside of your helmet. Never repaint your helmet with paints that are not authorised by the manufacturer.

Reprinted from Q&A Snell Foundation  
<http://www.smf.org/home>

Ebi Lux MRASA Road Safety Officer

**NEXT BLOOD RUN  
Saturday August 15 2015**

**8.30am Roll-up, 9am Departure**

**For the Regent Arcade Blood Centre from  
K-Mart Firle Glynburn Road**

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

## **STOP PRESS**

We draw our members' attention to a story in *The Advertiser*, Saturday, July 11, p.15, which we believe defames the MRA Toy Run in particular and the MRA generally.

The Mongols MCC (SA) organised a fundraising event in March for the Make-A-Wish Foundation. (Quote from bottom of 1<sup>st</sup> column) "It may have been run under the guise of a charity event, but in reality it was simply a gathering of Mongols members from around Australia," one senior detective said. "Like the toy runs, it is a vehicle for them to try and legitimise their activities. . . ."

The MRA Executive and the Toy Run Coordinator believe this is libellous, or, at the very least, defamatory of the MRA as the recognised organiser of the MRASA Toy Run since its inception in 1979. Legal advice confirms this.

We are concerned that, due to this article, our members, other riders and the general public might believe that our Toy Run is organised for the benefit of bkie gangs rather than disadvantaged families and kids at Christmastime.

We want to know from you if this has changed your opinion of the MRA and the Toy Run, whether you will or won't be supporting the MRA or the Toy Run in the future, and whether your friends and family feel the same way.

We need this feedback pretty quickly, so please email us or use our Facebook page to respond as soon as possible. Thanks.

## **MURPHY'S LAWS OF MOTORCYCLING**

- Murphy's Motorcycle Law: 1. A motorcycle cannot/will not fall over without an audience.
- Murphy's Motorcycle Law 2. The fact that your keys are still in your pants pocket will become apparent after you put your gloves on.
- A corollary of MML 2. Balaclava on, helmet on, gloves on, start the bike. Crap! I forgot to put my ear plugs in. So, bike off, gloves off, helmet off etc.

These are just to get you started. Got any of your own that we can print? Ed

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

<b>ASI Motorcycles</b>	Discount on request	8326 2800	48 O'Sullivan's Beach Rd Lonsdale
<b>Bills Motorcycles Richmond</b>	10% on request	8234 2050	Belltower Centre 340 South Rd
<b>Bills Motorcycles Blair Athol</b>	10% on request	8349 8477	368 Main North Rd Blair Athol
<b>Bridgeland Motorcycles</b>	Discount on request	8532 5722	145 Adelaide Rd Murray Bridge
<b>Coast Yamaha</b>	Discount on request	8382 5581	212 Main South Rd Morphett Vale
<b>DA Motorcycles</b>	Discount on request	8281 8933	1758 Main North Rd Salisbury Plains
<b>Eye 4 Airbrush</b>	10% discount	8284 5393	24 Ramnet Circuit Munno Para West
<b>Gawler Motorcycle Centre</b>	10% discount on accessories	8522 7700	Lot 1 Main North Rd Evanston
<b>GC Motorcycles Prospect</b>	\$5 on tyres	8344 7888	122 Main North Rd Prospect
<b>GC Motorcycles Melrose Park</b>	Discount on request	8371 4699	947 Main South Rd Melrose Park
<b>Gilbert &amp; Mattner Lawyers</b>	10% discount	8233 3661	32 St Helena Place Adelaide
<b>Honda World / BMW Adelaide</b>	10% parts & accessories	8374 2299	1075 South Rd Melrose Park
<b>K &amp; M Motorcycles</b>	10% parts, accessories & ws 10% new products, 20% repairs, all Aussie leather	8234 1090	10 Deacon Ave Richmond
<b>Ken Oath Leather Goods</b>	repairs, all Aussie leather	0417 713 523	3 Cranbourne St Elizabeth Park
<b>Kessner Suzuki</b>	10% parts and accessories	8261 9955	320 North East Rd Klemzig
<b>Motorcycle Parts &amp; Gear</b>	Discount on request	8562 4725	33 Railway 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	845 South Rd Clarence Gdns

**ROAD HAZARDS FREECALL NUMBER : 1800 018 313****Useful Links**

Metro and Country Roadworks from Transport SA. [http://www.transport.sa.gov.au/quicklinks/metro\\_country\\_roadworks.asp](http://www.transport.sa.gov.au/quicklinks/metro_country_roadworks.asp)

Outback Roads Temporary Closures, Restrictions and Warnings Report from Transport SA website.

<http://www.dpti.sa.gov.au/OutbackRoads>

Road Safety <http://www.dpti.sa.gov.au/roadsafety/home> home page from Department of Planning, Transport and Infrastructure. (DPTI)Road Crash Reports by vehicle type from DPTI.

Road Crash Reports by month in SA from DPTI [http://www.dpti.sa.gov.au/roadsafety/road\\_crash\\_facts/sa\\_crashes](http://www.dpti.sa.gov.au/roadsafety/road_crash_facts/sa_crashes)

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

Road Crash Statistics from Australian Transport Safety Bureau.

**BIKERS A-Z SURVIVAL BIBLE**

Self-published by Steve Lambert, this book offers the rider and the prospective rider an insight into motorcycling as a whole, and includes essential topics such as safety apparel, road awareness, motorcycle maintenance, tyres, pre-ride checks, insurance and gaining knowledge about riding in general. It covers all aspects from the basic commute to the hardened rider doing the big kilometres.

The focus is on safety and awareness as there are too many motorcyclists losing their lives due to basic errors. A lot of this knowledge is never acquired or is gained too late to help riders make calculated decisions which could save their lives. This would be a great gift for a novice rider.

The book is structured to enable the rider to learn the basics before they ride and get themselves into trouble. If you know what to look for you can take the appropriate action to prevent an accident.

An important example of this could be developing a 'sixth sense' which will assist you in evaluating different situations as or before they arise. If you think something is not right then take the necessary steps to address the issue.

Steve said an old man once told him that if you see a grey-haired motorcyclist then pay attention to what he has to say. Steve is now a grey-haired motorcyclist, so enough said.

You can buy a copy (\$17.60), through Steve's website at <http://bikersaz.com/> You will also find copies in local libraries and councils throughout Australia.

**MRA COMMITTEE**

President – Phil McClelland 0408 607 788  
 Vice-President – Ebi Lux 0418 800 362  
 Secretary – Cathy Lux 0408 853 380  
 Treasurer – Angela McClelland 0428 887 751  
 Membership – Graeme Rawlins 0419 832 384  
 Road Safety – Ebi Lux 0418 800 362  
 Stock Controller – Skoota Hamilton 0481 367 883  
 Centrestand Editor – Harald Lindemann 0421 289 714  
 Minutes Secretary – Judi Overman 0488 711 947  
 Register Liaison – Cathy Lux 0408 853 380  
 SAMRATS Coordinator – Ken King 0401 866 037  
 Toy Run Coordinator – Harald Lindemann 0421 289 714  
 Scooter Club Coord – Frank DeFrancesco 0412 937 606  
 4Bs Coordinator – Phil McClelland 0408 607 788  
 Webmaster – Graeme Rawlins 0419 832 384  
 Public Officer – Harald Lindemann 0421 289 714

**Mid-North Register Committee**

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

**South-East Register Committee**

President – George Osis 0409 159 862  
 Vice-President – Frank Koennecke 0427 651 030  
 Secretary – Ellen Koennecke 0429 065 103  
 Email: koennecke@bigpond.com  
 Treasurer – Andrew 'Crazi' Butler 0427 249 779  
 Public Relations SA –  
 Public Relations Vic – Turbo 0427 214 180  
 Rally Coordinator – Andrew 'Crazi' Butler 0427 249 779  
 Committee Member: Steve Trembath  
 MRASA South-East PO Box 909 Millicent SA 5280

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

New Member:  or Renewal  Membership No.

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

Postcode

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

Join mailing list/s? SAMRATS  Scooter Club

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

Gender M / F Blood Donor?  Please send info

Do you ride a Motorcycle  Scooter  Other

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

Member of: Mid North  South East  Register

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

**Do not send Association magazine**

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

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

**MEMBERSHIP FEES: CIRCLE ONE**

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

Payment by: Cheque  Money Order  or debit my Visa  MasterCard

-     -     -

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

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

Signature \_\_\_\_\_