

# CENTRESTAND

December 2009



## *let those who ride decide*

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

IN THIS ISSUE : MRA AGM, Stories, Melrose Birthday Run, Diesel Bikes, Toy Run



**M.R.A.**  
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**ASSOCIATION OF SA INC.**

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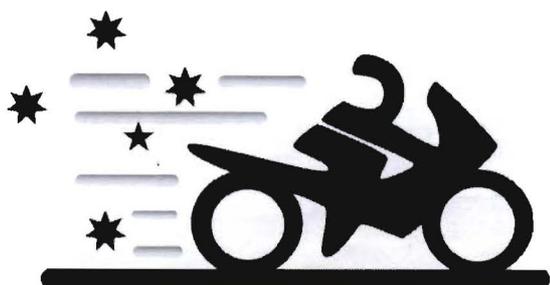
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**COVER PHOTO: Bike Tow Tokyo Style – more on page 10.**

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**Australian Motorcycle Council Inc.**

## **EDITORIAL**

Merry Christmas everyone from the MRASA Committee and friends. Here's hoping that the festive season treats you right and if you are out on the roads using the Summer break to explore this great land of ours then we look forward to you getting home safely.

While we're on Christmas celebrations, the MRA Christmas Barbeque will be held on Sunday 20<sup>th</sup> of December. The do will be at Karisbrooke Reserve at Salisbury, opposite the Old Spot Hotel on Main North Road at lunchtime. For those who want to have a last ride of the year with friends then meet at the BP on West Terrace at 9.30am for a 10.30 start for a ride. We know where we will end up, but how will we get there? Now there's a bit of biker philosophy for you.

The big news is the state election coming up in March next year. This will be interesting as we have a new political party, the FREE Party which is a wildcard in the race. FREE was started as a response to the heavy handed Serious and Organised Crime (Control) Act which many people thought trampled on some of the basic civil liberties that we all take for granted. This idea has been gaining more focus due to the recent attempts to curb the activities of FREE by interfering with the running of the Protest Run last weekend. The powers that be used the Liquor Licensing Act to close down some of the pubs on the route citing public safety concerns even though this has never been an issue in the past.

The backlash has been that many non-riders are now looking at the lengths to which our government will go to stifle political dissent, which includes interfering with businesses and the choices that ordinary people make about their lives. Suddenly, the claims of FREE don't seem too far fetched. Go to the Adelaide Now website and check out the masses of comments, most of them scathing of the police/government interference.

For our part, the MRA is cranking up our contribution to the election. Who you vote for will be determined by many factors. We want you to consider the issue of road safety and particularly motorcycle safety when you vote. As Phil details in his column we want to ask the pollies the hard questions and give you their answers. Will you be satisfied that your representatives know enough about road safety and motorcycling to make the decisions that will affect you and your children on the road? If they don't rate, then we will tell you. Who you vote for will be up to you. Keep an eye on our website and the March issue of Centrestand for an update.

Read on, ride on, and write in  
 Harald

## PRESIDENT'S REPORT

Another State Election is just around the corner. The MRA is compiling a list of motorcycling related questions that we will ask all the candidates. We plan to cut them down to 6 to 10 questions and publish them in the Advertiser a few weeks out from the election. The responses will be posted on our web site. Also on the web site will be some background information relating to each question.

What does the person you voted for last time around really think about motorcycling? Should we raise the issue of the Government subsidy on Rider Training? Should the Motor Accident Commission be subsidising rider training to reduce their payouts? Does their political party include motorcycling in their State Transport Policy? (Victoria is the ONLY state in Australia where motorcycling IS currently included). Would they support the Motorcycle Taskforce changing from a Consultative body to an Advisory body to give it a budget and some teeth? Do the 50cc scooter riders need rider training?

What questions would you like asked? What policy or political direction do you think needs to be confirmed or changed? They can be simple or complex but this is the time to put the issues out there. Send us a letter, an email, or give me a ring and let us know.

Nearly 10% of the state's voters hold a motorcycle licence. Are you being listened to by the person who wants to represent you in our state parliament? Are your questions being answered? We will find out who wants you, as a motorcyclist, to vote for them. There will be other activities announced when we are a bit closer to the election.

Wayne Gardner AM has been appointed to the National Road Safety Council. The National Road Safety Council is an advisory group to the Australian Transport Council. It facilitates the implementation of road safety reforms nationally by bringing together a selection of high-profile Australians and road safety experts to raise the profile of and encourage debate in the community about road safety initiatives.

The Motor Accident Commission of South Australia is the Major Sponsor of the 2009 MRA Toy Run. Their involvement is part of a three-year

plan to improve motorcycle safety in SA. The face of the campaign is Mick Doohan, and so far they have released a series of posters and a television commercial. More safety information will be displayed at the Toy Run.

I would also like to welcome aboard Andersons Solicitors as an MRA Toy Run Sponsor. They are an adversarial legal practice whose clients include referred members of trade unions. I hope this is the beginning of a long and mutually rewarding cooperative relationship.

The MRA Toy Run poster is available on the web site as a download. Why not print it off and pin it on the notice board at your work? We are always looking for some extra hands with the set up on the Saturday or on the day itself. Contact Jock or Sue Rogan to be put on the list of helpers.

I look forward to seeing you at Hahndorf Oval on the 12<sup>th</sup> from 1.00pm at the set up or at Glenelg on the 13<sup>th</sup> of December at the Toy Run.

Best Wishes for a Safe and Happy Christmas,  
Phil McClelland  
President MRA SA Inc.  
[philipmcc@hotmail.com](mailto:philipmcc@hotmail.com); 0408 607 788

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## MRASA INC. ANNUAL GENERAL MEETING 2010 NOTICE

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The Annual General Meeting of the MRASA Inc. will be held on Saturday 27<sup>th</sup> of February 2009. This will be held at 12.00 noon at the Director's Hotel, Grote Street Adelaide.

All the positions of the Association listed below will be declared vacant and the 2010 - 2011 Committee will be elected.

<b>President</b>	<b>Vice President</b>
<b>Secretary</b>	<b>Treasurer</b>
<b>Editor 'Centrestand'</b>	<b>Publicity Officer</b>
<b>Membership Secretary</b>	<b>Register Liaison Officer</b>
<b>Minutes Secretary</b>	<b>Stock Control Officer</b>
<b>Road Safety Officer</b>	<b>Webmaster</b>
<b>General Committee Representatives (number unspecified until the AGM)</b>	

At this meeting the auditor for the 2009-2010 year will be nominated. All financial members of the MRA SA Inc. are eligible to stand for election to one or more of the positions. Nominations should be in writing to the Secretary of the Association prior to the beginning of the AGM. All members and friends are invited to attend the meeting.

## AUSTRALIA'S GROWING LOVE OF MOTORCYCLES: ABS

Motorcycle popularity in Australia continued to grow at a faster rate than any other vehicle type in the twelve months to March 2009, with registrations up by 10.0%. Motorcycle (including scooter) registrations have increased by 57.5% over the five years to 2009, according to figures released in late November by the Australian Bureau of Statistics (ABS).

This popularity saw motorcycles earn a 4.0% fleet share of all vehicles registered in Australia, rising from 2.9% in 2004. This compares with passenger vehicles, which have dropped from a 78.5% fleet share in 2004 to 76.7% in 2009.

Increases in motorcycle registrations over this five-year period have been observed in all states and territories, with Western Australia recording the largest percentage increase (75.9%), followed by the Northern Territory (70.2%).

The smallest percentage increase was in Victoria where registrations of motorcycles at March 31 2009 were 44.1% above those recorded 5 years earlier.

Data from the annual Motor Vehicle Census shows that 15.7 million vehicles were registered in Australia in 2009. This equated to 72 vehicles for every 100 Australian residents. In the 12 months to March 2009 the total number of vehicle registrations grew by 2.5%.

Over the past 12 months, total diesel registered vehicles in Australia rose by 9.8% (*we wonder if this includes motorbikes – see Adelaide Uni Engineering Department story on p.6 ...Ed.*). This continues a five-year trend, with the total number of vehicles registered with diesel fuel increasing by 53.1% since 2004. Over the same period, diesel-registered passenger vehicles increased by 80.0%, and light commercial vehicles registered with diesel fuel increased 60.3%.

The average age of vehicles remained at 9.9 years in 2009, after falling from a high of 10.7 years in 1998. Tasmania had the oldest vehicles, at 11.9 years on average, while the Northern Territory had the youngest at 8.8 years.

Further details are in *Motor Vehicle Census* (cat. no. 9309.0), available on the ABS website [www.abs.gov.au](http://www.abs.gov.au)

Of course, registrations and usage are like apples and pears. Even now, after more than twenty years of asking the ABS to include motorcycle usage in the Census forms, there's still no sign of progress.

In response to a query from an AMC representative, the

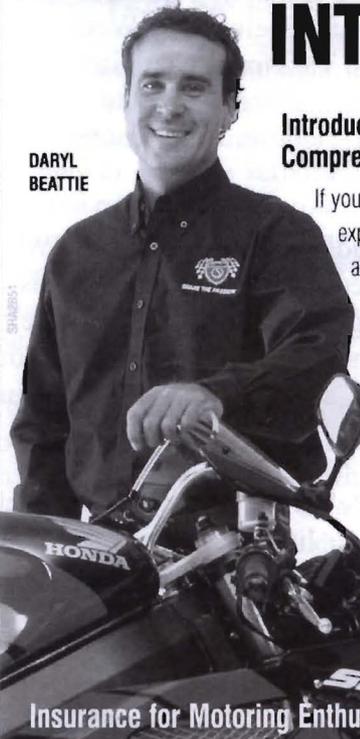
ABS acknowledged that, prior to 2001, motorcycles, scooters and tractors were not included; however, although they were included in the 2001 Census, "unfortunately this extension confused the data collected for Motor Vehicles and cast doubt on its validity."

Various methodologies have been tested since then, but none has proved reliable. The ABS will continue its attempts to improve the reliability of the data, and assures riders that "the exclusion of 'two-wheeled' vehicles is as a result of data quality issues **and not any slight against this method of transportation**" (*Editorial bold*).

The AMC rep queried whether no data was also a data quality issue, but that was not covered in the response.

*Info courtesy of ABS and AMC*

# SHANNONS IS NOW INTO BIKES.



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## BIKE BITS

### ➤ RIDDEN ON RIDE 2010

This will be held on the 21<sup>st</sup> of February. If you don't know about it, it is a memorial run to celebrate the lives of bikers no longer with us. We ride to Second Valley, have a short service and go for a run to Victor Harbour for lunch. More details on the MRA website. See you there.

## ADRENALIN - WHAT COLOUR IS IT ANYWAY? – by Anon

Some of us wear BMW style two piece "open face" helmets. You know, the type where the lower chin piece can be opened by pressing two thumb locks.

Some people have also fitted their bikes with electronic cruise control or a version which operates on friction on the throttle - either way they hold the speed of the bike reasonably constant without any input from one's throttle hand. We also all wear gloves, which invariably fasten around the wrist with either a Velcro flap or a press stud; some of the more expensive types have a zip fastener as well, among other features.

Picture, if you will, one lone BMW rider with an opening chin helmet and a pair of good-quality Velcro-fastened gloves sailing along the Hume Highway at 115kph dialled in on the electronic cruise control (that's all I'll admit to!). The weather is good, no cars in the immediate vicinity, scenery is boring, no cops, life is good! Junction of highway with Albury/Wodonga Road about 5 km away, no need to slow down yet; bike is running beautifully!

Looking forward to lunch. Bugger! Is that a bee that just got into my helmet through the small gap I've left for some fresh air? Could be. Well, I'll just open my helmet visor to let him out. Visor up... No, the little bugger is going to be stubborn, cantankerous even! He's not going to leave and is now behind my sunnies, must be tired from all that pollen-hunting. Don't want to be stung on the eyelid -- I'll just open the chin piece on my BMW helmet (very handy) and get him out ... let go of handlebars ... squeeze the release buttons, bike is nicely balanced and holding line well ... speed steady ... no cars ... this should be easy ... got the helmet open ... glasses off ... piss off bee! ... glasses on ... slam shut helmet ... hands back to bars.

Oh, sheeite! Thumbs of both gloves jammed in helmet!!! Gloves won't move even though I'm pulling like hell!! Wow, this will be interesting ... can't quite press the release buttons with little fingers ... junction now 3.5 km away ... I know, I'll just pull one or both hands out of my gloves.... no, that doesn't work: "Velcro is good stuff, won't come undone if you fall off!" I remember the

salesman saying that. He was absolutely right, they're stuck fast, I'd have to tear my head off first.

Well, next brilliant idea, what if I just touched the foot brake... Nooo, dumb idea! That won't work, this airhead Beemer has great engine braking and when I get to about 40 kph and can't balance the bike any longer and the dreaded BMW boxer wheel-wobble starts, which it will, I am going to have major tank-slappers – sheeeiite!! I'll be off on my bum so quick and still hanging onto my helmet so tightly they'll have to bury me in it!! Won't do the bike much good either!!!

Hell, I can see the junction up ahead about one-and-a-half k's away and I am really starting to get the wind up ... tense even ... certain parts are beginning to pucker ... if the lights change to red and that huge B-double waiting at the lights is in the middle of the intersection when I get there, Jeesus, I'm going to be a hood ornament next to that bloody chrome bulldog!! Must try and pull hands really hard ... can I make them any smaller? 800 metres ... the left one is giving a little ... maybe the gloves are slipping on the sweat now pouring from every pore ... 600 metres yes, yes, that's it, they're wet with sweat ... I am going to have to hit the footbrake in the next few seconds ... can't hit that @#\*\$&@ big truck at this speed, it might scratch his duco ... Yes! Yes! Ripper! Got the left hand out ... now hit foot brake to cancel cruise, de-clutch and slow bike with foot brake ... steer for the shoulder ... slowing down ... slide foot ... stop ... ease out clutch to stall bike ... side stand down ... switch off bike with left hand, right hand still glued to helmet ... tintops going past must think I've got toothache ... fall off into grass ... lie there for five minutes till the shaking stops and the adrenalin rush dissipates ... now release helmet with left hand and remove sweat soaked head. Breathe out---shizer!

Was that ever close! I'll have to buy a Lotto ticket. When I had recovered, I realised there were two lessons here:-

No. 1: It's not a good idea to open or shut your helmet when on the move.

And

No. 2: Did you know? "Adrenalin" is brown!!

**TOY RUN REPORT by Harald Lindemann**

Thanks to a hard-working, dedicated team the arrangements for the 2009 Toy Run are almost complete. Highlights will be the run itself which we expect to attract record numbers of riders and we welcome the scooter brigade of Adelaide along this year in force; Adrian Harry, Australia's champion trials rider, will be giving demonstrations of his skills; a show and shine competition in which anyone can join; Black Betty, if we can get her up there; and lots of trade and food sites. We welcome the return of the band 'The Smarty Boys' and Vinnies will be there to collect all your gifts.

MOTORCYCLE RIDERS ASSOCIATION  
SOUTH EAST REGISTER  
2009 TOY RUN  
5TH DECEMBER

SUPPORTING ST. VINCENT DePAUL

The ride will leave from  
9 am NARACORTE Shell Roadhouse  
10 am PENOLA Shell Road House  
11 am MOUNT GAMBIER Penola Road  
Parading along Commercial Street,  
and on to the

**BOAT RAMP AT VALLEY LAKE**

for a BBQ lunch

and presentation of the toys to St. Vinnies

BADGES, and other stock for sale  
ALL DONATIONS GREATLY APPRECIATED  
SPECIAL REQUEST FOR GIFTS FOR OLDER

CHILDREN

EVERYONE WELCOME

COME AND JOIN THE FUN

FURTHER INFORMATION

Jane and Andrew 08 8724 7759

Ellen and Frank 08 8765 1030



RAFFLE  
FOR  
ST VINNIES



help make the day a bit easier: The SA Motor Accident Commission, Andersons Solicitors, Bridgeland Motorcycles from Murray Bridge, Flotek Engineering and the Mount Barker Council came up with some readies to help pay for the event. Julie Cane from the Pancake Kitchen provided the shade tents, Toll SPD provided the pantecs for the stage, Star Track Express donated the truck for the weekend, Miniskaff the scaffolding for the speakers, Adam Internet helps provide our web services, SAPOL provides traffic management, both the Mount Barker and Holdfast Bay Councils help with traffic control, the Mount Barker SES help with the parking control at the Hahndorf Oval, Cambridge Gas Supplies for the BBQs, Couriers Please for delivering the posters and B&C Security Services for the weekend security services.



**Black Betty**

**BLACK BETTY by Jock Rogan**

Every now and again one is given an opportunity to do something that just makes them feel good. You don't save anyone's life, you don't develop a cure for cancer, but you are just glad you were there and hanging onto this piece of rock they call Earth because you suspect you are taking part in history! Such was the way I felt after returning home on Monday, November 23.

Perhaps I should start from the beginning. It all started when Martin and I saw a TV news item about a bio-diesel motorbike, built by Adelaide University, heading off on an around-Australia tour. Now, to Martin's credit, he had more functioning brain cells than me when he phoned and felt we should support such clever South Australians! (We later learned one was a West Australian but we learnt to like him too!)

So the plan was hatched to get as many riders as we could to meet Paul Carter at Port Wakefield and escort him back to Adelaide University on the Monday. Thanks to a radical email campaign we were able to get half-a-dozen riders to join the ride on the day. The support of Fred and Trish from SABERS and Brenton who brought his ute (well, his leg is still mending – and he is between bikes) was much appreciated and bolstered our numbers. Brenton did provide an important service as the bio-diesel bike was flat out at 80 kph and some road users did not respect this. Following us as he did forced drivers to go around rather than through us!

As we understand it, "Black Betty" was a thesis project by a student at Adelaide University. He wanted to develop a bio-diesel motorcycle that a farmer could build – or modify - so they could grow the fuel that would run the bike. Paul Carter (author of "Don't tell Mum I Work on Oil Rigs – She Thinks I Play Piano in a Whore-house") thought it would be fun to ride it around Oz. Well, after throwing it down the road and hurting himself plus having other adventures, he decided he'd better return it to Prof Colin Kestell, its owner.

So this is where we became involved. We thought we should join the ride back into Adelaide with him. Well, once we returned Paul and "Black Betty" to Adelaide University we were invited to see some of the clever things they are working on. Like the Electric bike to compete at the Isle of Man TT next year, and Paul's next project, breaking the land speed record at Lake Gairdner next year for a bio-diesel motorcycle!

I was able to go to bed that night knowing that I shook the hands of two special men: one who proved it could be done and one who dared to dream. Both were Australians who cared enough to make a difference!

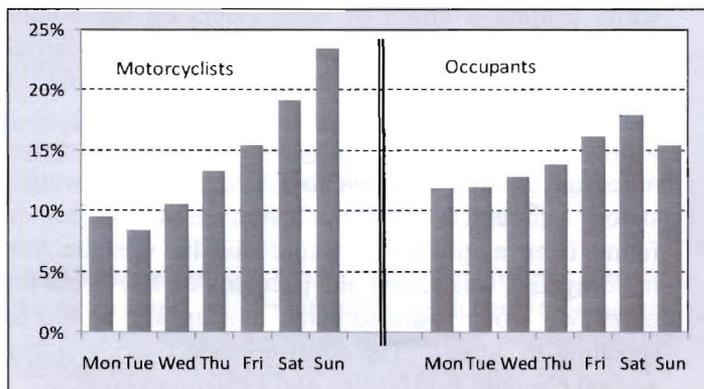
# RIDING WHILE UNDER THE INFLUENCE OF LUNCH

by Neville Gray

Have you ever felt the effects of fatigue when riding home from a great day out? I am sure that most of us have. The euphoria of the morning's ride to that special destination with like-minded souls is perhaps starting to wear off as we drone home ready for a return to a 'normal' day tomorrow. On any Sunday there are thousands of motorcyclists travelling around our lovely land enjoying each others' company whether on an organised club ride or in their own smaller groups. A nice lunch in a great location certainly puts the icing on the cake.

However, Sunday is the most dangerous day to be on the road on a motorcycle according to the latest fatality file figures released by the Federal Government to members of the Motorcycle Safety Consultative Committee in August. This fact is not all that surprising as that it is the most popular time for motorcyclists to enjoy the social and recreational advantages of their chosen means of transport.

**Figure 1: Day of week for crashes involving deaths of motorcyclists and vehicle occupants (2007-08 combined)**

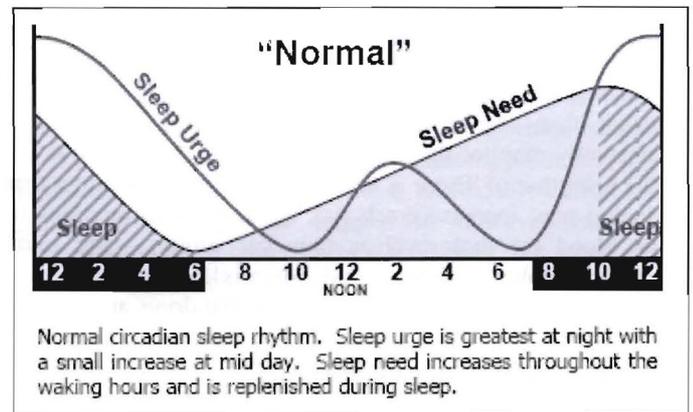


We can see from Figure 1 that car occupants do not experience this peak and we need to delve into the reasons why motorcyclists especially are at risk. The level of mental effort required when in control of a motorcycle is arguably higher than that required for driving a car. As the day goes on, fatigue becomes our shadow as a great riding day out can melt into frustration if the rider pushes the distance ridden beyond his or her abilities.

Motorcycle riders are exposed to a range of environmental factors during a ride that may impact upon fatigue states. Possible influences include wind, rain, cold and heat, vibration, noise and road conditions, which can all contribute to increasing fatigue. Our brains are complex organs that fatigue during waking hours, accumulating a physiological debt that is repaid only by sleeping. Our internal body clocks regulate all of our body's sleep/wakefulness cycle. This cycle is known scientifically as the Circadian Rhythm.

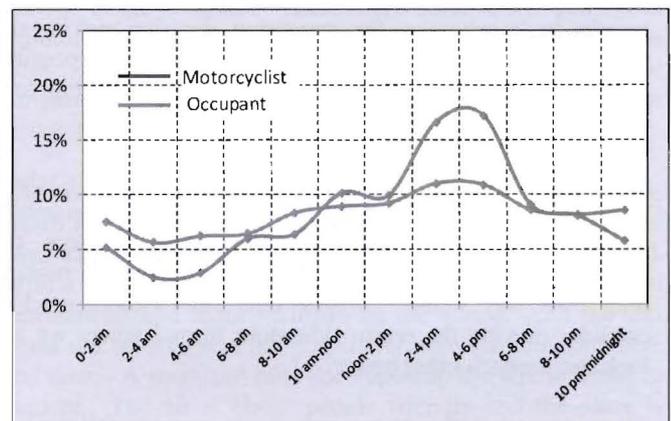
One obvious fact gleaned from the graph shown in Figure 2 is that there is a peak of 'Sleep Urge' between the hours of 1 pm and 4 pm – just after lunch and when we are riding back home. Now for the crunch line shown in the next graph from the Federal Government.

**Figure 2: 24 hour 'normal' sleep patterns.**



If you overlay the red lines from Figure 2 (Sleep Urge) and Figure 3 (Motorcyclist: starting at 5%), you will quickly see that the two for motorcyclists are virtually identical – that is, the need to sleep after lunch is almost exactly mirrored by the rise in fatalities in this same time. It is not so pronounced for car drivers which may suggest that afternoon fatigue may be an important issue for motorcyclists to consider.

**Figure 3: Time of day for fatal crashes (2007-08 comb)**



For motorcyclists, there is the potential that an error induced by fatigue will be more likely to result in a crash, perhaps because of the inherent instability of two wheeled vehicles. Traveling at 110 kph, a rider covers 31 metres per second – that's the length of a football field in just three seconds – scary stuff if we experience a micro-sleep or our reaction time is increased due to fatigue.

In my many years of riding with various clubs, I have come across many crashes that occurred after lunch. In the morning, riders can experience exhilaration and that sense of refreshment just to be on their bikes. This short-term morning remedy for fatigue results from that 'buzz' that many riders feel.

Okay, we now know the problem – how can we tackle it? Firstly, being very aware that the early- to mid-afternoon period is the most dangerous time of the day for motorcycle activity means that we can factor in extra vigilance and heighten our attention levels to partly counteract this. Look out for others and constantly monitor your and other riders' behaviour to check for obvious signs of fatigue. These may be slow reactions, wandering over lane boundaries and general inattention, yawning, lack of memory as to where

you have been in the past few minutes, sore eyes, etc. - we all know the signs.

There is a fair amount of evidence to suggest that inexperienced riders will encounter the onset of fatigue earlier than experienced riders. We need to therefore constantly monitor these newer riders for their safety as we ride with them. There is also strong evidence to show that alcohol may increase crash risk at lower concentrations in the blood for motorcyclists than car drivers. Put quite simply, alcohol and riding do not mix!! (Recent figures compiled from coroners' reports show that drugs and alcohol are significant factors in 45% of single vehicle fatal motorcycle crashes in Australia. This is a huge problem.)

Dehydration is the number one trigger for fatigue onset and we need to keep our fluids up by mainly drinking water. Caffeine and softdrinks should be avoided as they are a diuretic and may only give us a temporary boost in energy levels. Proper nourishment and hydration is an important part of our anti-fatigue preparation techniques. Do not overeat! A light nutritional lunch consisting of a low carbohydrate, low sugar snack of approximately 500 calories can help stave off the effects of fatigue. High fat content foods lead to high fat levels in the bloodstream. This occurs approximately 30 minutes to 2 hours after eating and reduces oxygen carrying capacity by up to 20%. Low blood oxygen impairs brain processes for perception, decision making and psychomotor activities. Again we see this possible impairment from eating the wrong foods all coming to a climax at the 'nanny nap' time early in the afternoon.

Most club-organised rides begin on a 'formal' basis where some order is maintained by ride leaders, corner marshals and tail-end-charlies, whereas the ride back from the destination is more often informal with individuals making their own way home. Maybe club ride leaders need to consider making the return ride more formal where we can look out for each other better?

There are other things we can do to prevent fatigue. A windshield sufficient to significantly reduce wind pressure and deflect rain will considerably increase fatigue tolerance. Fatigue ensues much more rapidly when a rider is continually bracing against wind pressure, using torso and leg muscles to remain upright and arm muscles to grip the handlebars. Hearing protection significantly reduces stress levels and has the added bonus of decreasing long term hearing loss associated with exposure of constant environmental noise.

Although many of the fatigue-inducing factors cannot be totally avoided, their impact can be controlled. Don't bite off more distance than you or your bike can swallow. Know your limits ahead of time and stick to them. Plan your ride and ride your plan. Don't try to extend your ride on the fly when fatigued. Stop for a break on the journey home. Remember, the danger zone is often around where we live. To ride '200 kms max' or 'two hours max' is still the best advice to give when on an extended ride. The very best advice that can be given however is to rest. You cannot overcome fatigue - you must learn to recognise it and take effective action. No ride is worth your life!

Neville Gray MRASA Road Safety Officer.

## STIFFER SPEEDING PENALTIES FOR LEADING RIDERS

By Steve Farrell – Motorcycle News (MCN) UK 19/10/09

Motorcyclists at the head of a group of riders will face stiffer penalties for speeding under a crown court ruling. Being the lead rider in a group is now making you partly responsible for speeding offences of those behind you. The ruling can be applied in future cases where two or more motorcyclists riding together are accused of speeding. The head rider might be only a few mph over the limit but could be given the same penalty as the worst offender behind.

Road traffic solicitor Robert Dobson said, "This is potentially a very dangerous judgement for motorcyclists. Riders in a group change position frequently. If you are riding at the front of any group at excess speed, then the very fact you're at the front is an aggravating factor."

Ken Clark, 49, reached 85mph on his Yamaha R1 while leading a group of three riders on the 60mph A272 near Rogate, Sussex, last June. The speed carries a fixed penalty of three points and a £60 fine, but the court ruled he should receive the same penalty as a following rider accused of going 103mph. Barrister notes on the ruling given to Clark after the hearing state: 'Although his was the lesser speed, [the bench] found it an aggravating feature that he was the lead motorcyclist, was setting the pace and he knew that the other two would want to catch him up and would be speeding to do so.' The court rejected Clark's appeal against 6 points, a £100 fine and £250 court costs.

Clark said, "This should have been three points and a £60 fine, but so far it's cost me £2,500 including solicitors' bills, and I have six points on a licence which has been clean for the last 24 years." Clark's solicitor, Philip Somarakis, said 103mph was the speed reached by a police officer on an unmarked bike while tailing Clark's two friends, but the prosecution accepted it was not possible to prove from video evidence that Clark himself had exceeded 85mph. "The gist of the ruling is that being a lead motorcyclist makes you somehow responsible for the actions of those behind."

Gary Baldwin, former police motorcyclist and co-director of advanced riding school Rapid Training, said, "It's a dangerous precedent to suggest you are now responsible for someone who's in control of another vehicle. How do I control what they do? If someone is following me and I get in an overtake that they don't, they may go faster to catch up but that is their choice."

<http://www.motorcyclenews.com/MCN/News/newsresults/General-news/2009/November/nov1909-speeding-penalty-for-leading-rideout/>

## MELROSE BIRTHDAY RUN by Jock

Happy Birthday to me, Happy Birthday to me! Well I did not sing this song all the way to Melrose, but our Birthday Pub Run is fast becoming a special ride on the SAMRATS calendar. This year's ride was a pleasure as we avoided the 37 degree temperatures we had last year. In fact, the Saturday was just about the perfect ride day – weather-wise. So we rode up to Stone Hut Bakery for lunch.. At about seven dollars for a pie or pasty, you have a feast for two. I do suggest that their flavours are just about the best I have tasted anywhere so if it is a lunch sampling, two different flavours can be filling and a great treat!

From here we rode to the turn off for the Port Germein Gorge road. This road has all the complexity of the Gorge Road in the Adelaide Hills but in fewer kilometres! I would also like to know which engineering genius put a bridge joint in the middle of a 25 kph corner. This has the effect, when towing a trailer on a bike, of standing the bike upright half way through the bend! Not smart people! Should you take this road please take your time. The fractures in the cliff and the colours in the rock face are such a visual splendour it makes one feel proud to be an Australian.

Eventually we turned right on to the main road to Port Augusta and this is a simple transport section to the next fuel stop. At Port Augusta we fuelled up the bikes, ate ice creams and topped up with soft drinks. Once comfortable we headed back south and took Horrocks Pass to Wilmington. This is a piece of road that the sports bikes really enjoyed but is well worth the respect of an experienced rider.

From here we road to Melrose. As one approaches Melrose, the beauty and wonder of many aged trees captures the rider's eyes. This is a form of artwork too. We roll into the Melrose Caravan Park at about 4.30 pm, ready for a shower and a refreshing drink – or two. At about 7 pm we wandered up to the North Star Hotel to enjoy a festive dinner. You see we are here to celebrate our birthdays! It is a bit like a horse's birthday really. We don't have enough ride days in the year to celebrate everyone's birthday as it occurs so we celebrate all our riders' birthdays on the one weekend! So after a significant, yet responsible, amount of merriment we returned to our accommodation.

Then the powers-that-be put on a special form of fireworks! One of the best and most powerful lightning storms I have ever seen and one like you would only see in the north of the state! This was followed by one of those heavy rain events that makes you pull your blankets close under your chin as the water pelts down on your roof. It sort of reminds you of when you were a child and safe in your parents' home!

Next morning we awoke to pleasant weather, yet you could still see threatening clouds whisk the top of Mt Remarkable, the mountain at Melrose. After a suitable and filling breakfast, we road back through Orreroo and Jamestown to lunch at Burra, then through Eudunda and Kapunda to Gawler and Adelaide, or inland through Mt Pleasant for those who needed to ride inland to find home.

We enjoyed a great weekend of magnificent roads, great camaraderie, wonderful friends and very special moments. Roll on next year's event.

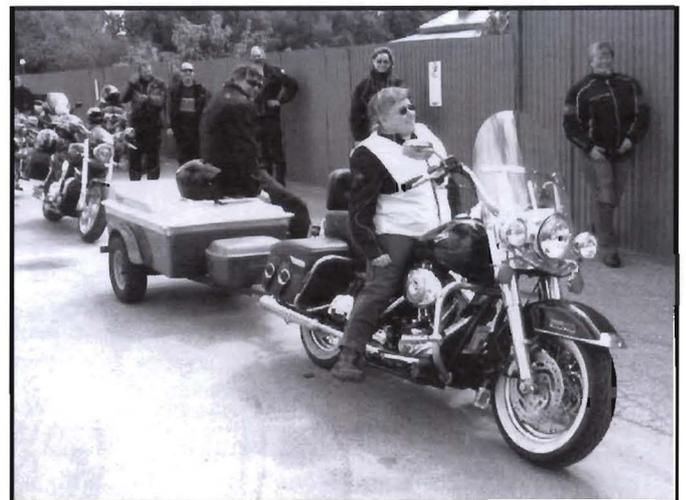
## TWO WHEELS AND KI by Kevin Martin

With a planned one- to two-week vacation on Kangaroo Island stretching out to a five-week tour, this little island does have a lot to offer. The road conditions there vary from a standard sealed road surface that loops the whole island to some pretty bad dirt roads with corrugations, pot holes, sand, mud, gravel and washouts. With a KLR650 road/trail bike there was nothing that stopped it, however care and concentration is required when traversing the many dirt roads that cross the island.

The dirt roads are generally referred to as marbly. The high iron content of the gravel causes the stones to become smooth and rounded as the traffic continually flows over them. This combined with some strongly curved banks in the road can become quite tricky to navigate as it feels like the bike is being pushed off the road. There are graders continually resurfacing the road with some roads becoming much better to ride afterwards, while others become much trickier as all the marbles are redistributed.

Most of the potholes are not a problem for a bike as there is generally a good line available to miss most of them, but still be prepared for the occasional jolt as they can get pretty thick in spots. The other main thing you do need to watch out for is the wildlife. There were some close calls with wallabies, a snake, a goanna, an echidna and quite a few birds. Dawn and dusk are considered the worst time for kangaroos on the road, but it can happen anytime. The visor also gets dirty pretty quickly with lots of bug splats.

The ferry ride over takes about one hour and cost \$140-return for the bike, so it is not really a place to go just for the day, with a one- or two-week stay generally recommended. With a road bike you can access many of the popular tourist destinations and main facilities of the island, with the dirt roads not recommend but still traversable for little bits here and there. A road/trail bike does open up the whole island to explore. The air is clean, people friendly and the place is relaxed. If I was not so keen to keep on travelling I would still be there.



Sue on the Melrose Pub Run

## MOTORCYCLE PARKING NOW ON iPhone



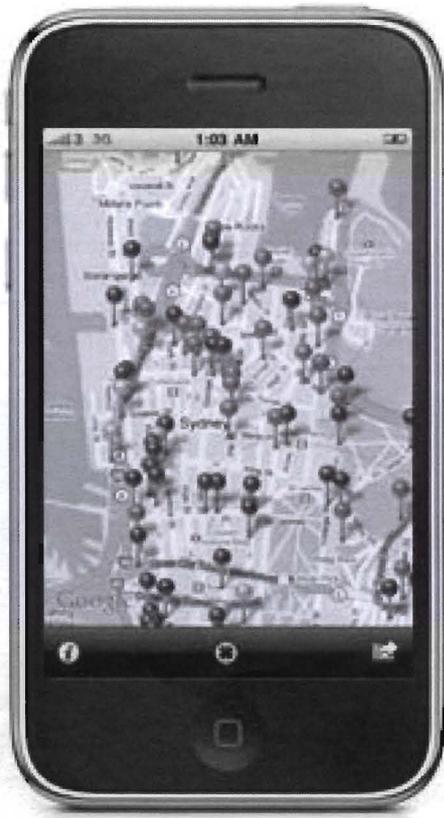
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And if you don't have an iPhone? Better stick with a mate who has.



From p.1 – For the Wing That Has Everything.

### Motorcyclists Feeling More Vulnerable

Hysteria surrounding anti-bikie laws has led to NSW motorcyclists feeling more vulnerable on the road, with young motorists in particular having little respect for their safety, the NSW Motorcycle Council says. Legislation designed to shut down motorcycle gangs was rushed through parliament in April following a surge of violent incidents involving gangs in NSW, including a fatal brawl between gang members at Sydney Airport in March.

"About that time we were receiving reports from riders saying they had been bullied at service stations by people shouting at them, and accusing them of being criminals because they rode motorcycles," Motorcycle Council of NSW chairman Guy Stanford told AAP on Sunday. He believes young motorists aged between 18 and 24 in particular are unwilling to recognise motorcyclists as individuals.

"If you have a full-face helmet on, they can't see the face, and so people tend to think of them as targets in a computer game," he said. "All road users, especially those new to our roads, have to realise that motorcyclists are from all walks of life, and the next rider you see could be your father, sister, boss or partner."

Despite his concerns, Mr Stanford said roads were safer for motorcyclists than they were nine years ago, when other motorists caused more than half the number of crashes they were involved in.

Now that figure is 38 per cent, Mr Stanford said. The number of motorcyclists on NSW roads has increased by 50 per cent in the past five years, Mr Stanford said, with casualty rates increasing by only about 3 per cent.

*Info courtesy of AAP*

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