

# CENTRESTAND

September 2010



## **THIS ISSUE**

**AMC CONFERENCE  
REPORT**

**INTERNATIONAL M/C NEWS**

**MICK AND CASEY ON RIDER TRAINING**

**BIG NEWS ON SAFETY BARRIERS**

Let those who ride decide



**M.R.A.**  
**MOTORCYCLE RIDERS'**  
**ASSOCIATION OF SA INC.**  
**VOL. 26 NO. 4**

**September 2010**

**Produced and published by the Motorcycle  
 Riders' Association of South Australia Inc.**

PRINT POST APPROVAL PUBLICATION  
 NO. PP: 530028/00014

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

- Subscription gratis to members
- 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
- Deadline: 1<sup>st</sup> of the month prior to publication

**Publication : Quarterly - March, June,  
 September, December**

Printed by SALMAT, 11 East Terrace, Mile End  
 Ph: 8443 8500

**COVER PHOTO: Kwaka Kev goes across Oz  
 (Check out his website at www.kwakaakev.com)  
 COVER DESIGN: Arwen Lindemann**

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



## **EDITORIAL**

So, I have this spanner in my hand, and I'm fixing the starter motor on the Wing, and the phone goes. Can I be one of a group of MRA bikers to attend a photo shoot and media launch of the skid-resistant road marking paint we've been pushing the government to develop? Sure, can you wait a couple days? No? OK, I'll find someone for you.

I've got the starter motor side of the exhaust system off and a spanner in my hand, and the phone rings. G'day mate, I've broken down and need ya to bring the trailer and pick up me bike, orright? Sure mate, be there in an hour. See ya.

Next day I'm standing in the garage wondering where I was up to and the phone goes. Where's that magazine article you said you'd nearly finished? We're going to press in two hours and if it's not in you're cactus. OK OK, it'll be there.

I think it's a spanner I need in my hand. I'm looking at the Wing trying to remember why it won't go. Instead, the phone goes. Mr Mount, your application for the three-year job in Coober Pedy has come through. Can you start next week? Sorry there's no room for your bikes. Sure, I'll just pack up the house, my tools, the Wing and the Matchless, put 'em in storage and be right there.

I'm back, and the weather's beautiful. Great day for a ride. I'll go and get the bike. Oh yeah, it's not going. It's not even in storage. Couldn't fit. A mate from Melbourne with lots of space took them back on my trailer, which also couldn't fit. I'd go and get them but the car's not up to it. Needs work.

I'm under the car with a spanner and the phone rings. Mate, it's a beaut day and we're all going for a ride, d'you wanna come? Sure do, mate. Can ya wait a couple of years? Got one or two things to sort out.

I went to a lecture a while ago given by a bloke I knew well who'd come back to Adelaide just to deliver it and we caught up afterwards. Got your bike going yet Pete? No Brian. I was trying to get onto it when Dad died, and it's on the back burner again. Sorry to hear that Pete. Life just keeps intervening in our plans, doesn't it? Always throwing a spanner in the works.

I think to myself that if I don't make any plans maybe I'll get the bike going.

Keep your teeth and cheeks clenched Peter Mount

A friend should be a master at guessing and keeping still: you must not want to see everything.

Friedrich Nietzsche

## PRESIDENT'S REPORT

Well, here I am again. I didn't expect to be here but fortunately or unfortunately, however you want to view it, I'm back. Our President Phil Cole is now our former President, having got a job offer too good to refuse, so he has decamped for the sunny climes of Portland, Victoria. We tried to convince him that he could still do the job via email and by proxy, but he wasn't having any of it. Thanks Phil for your time and contribution as President. We will miss you. I will miss you.

So, what's it like being president again? Well, I'm also Toy Run Coordinator and Membership Secretary and I help out with the production of the Centrestand, so it means that I am pretty busy, but mainly with the organisation of the Toy Run 2010, as that is coming up fast and is one of the main events on the MRASA calendar. I want to thank Vice-President, Neville Gray and SAMRATS Coordinator/Webmaster Jock Rogan for their assistance in making sure that the important stuff of the MRASA gets done when I am otherwise engaged. Especially now as I have done my back in and am still a bit fragile. I won't be riding for a while.

I went on the Clare Run with the SAMRATS recently and had a great time and will try to get along to a few more runs when I am back on the bike. I enjoyed chatting with members and getting to know you. What struck me was that although we all get together as motorcyclists to enjoy our passion, we are underneath very individual in outlook, character, and how we approach motorcycling. For me that is the strength that we have as a group and that should transfer into our struggle to have our needs recognised by the powers that be. Their attempts, through the media, to make our image into the cookie cutter image that they have of us is something that is worth fighting against, and the MRASA will be there at the helm.

I went along to Day 2 of the AMC Conference held in Adelaide on August 14/15 and was impressed by the level of commitment that members present had for promoting issues that are of concern to motorcyclists, some of which were new to me. There are people out there that most of us hardly ever hear about trying to make sure that motorcyclists' concerns are put forward. Check out the AMC Report in this magazine by Peter Mount who was also there, for more information. I met Senator Cory Bernardi at the conference dinner. He is a Liberal Senator for South Australia and an enthusiastic motorcyclist. He spoke about his journey into motorcycling and everything he said struck a chord with the attendees, as we have all made that journey. People like him are just waiting to be found and cultivated as they know where we are coming from and are supportive of our concerns.

There are more members of parliament, both state and federal, of whom we are unaware, who are motorcyclists or who have been motorcyclists who speak our language and have sympathy with our concerns, so we just have to find them.

Recently at a meeting of the MRA Committee, we approved a motion to donate \$5,000 to the AMC. The AMC works at a national level to promote the issues that are important to motorcyclists and does it without external funding. We felt that it was part of the brief of the MRASA to promote that work on behalf of all of our members.

Ride Safe, Harald

## MRA POSTERS

If you are interested, we have a number of MRA & Toy Run Posters from past years that are spare and taking up room that might be better utilised for storing other things. We have enough copies for our archives and before we throw them out we thought that we would offer them to members free of charge. Send us \$8.50 to cover the cost of a packaging tube and postage and we will send you what you want. We have:

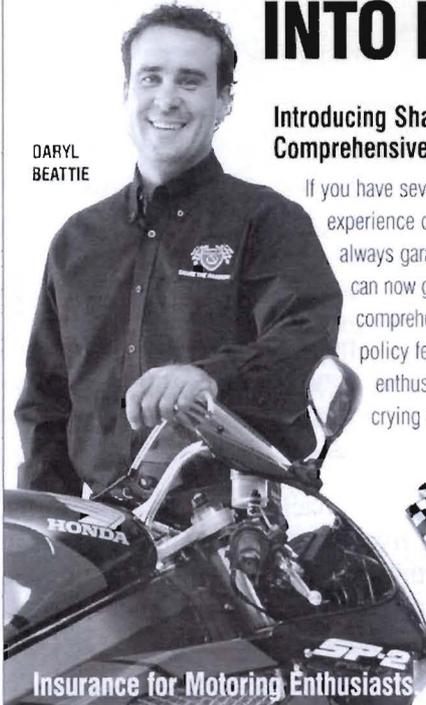
Toy Run Posters – 1995, 1996, 1997, 2001, 2002, 2003, 2005, 2007

Toy Run Calendar – 2003, 2005, 2006, 2009

Motorcycling is Magic Poster – 1985 (very rare)

NOTE: This is a once only offer which runs out 31 December 2010. First come first served. These posters have been stored flat and have not been folded.

# SHANNONS IS NOW INTO BIKES.



**DARYL BEATTIE**

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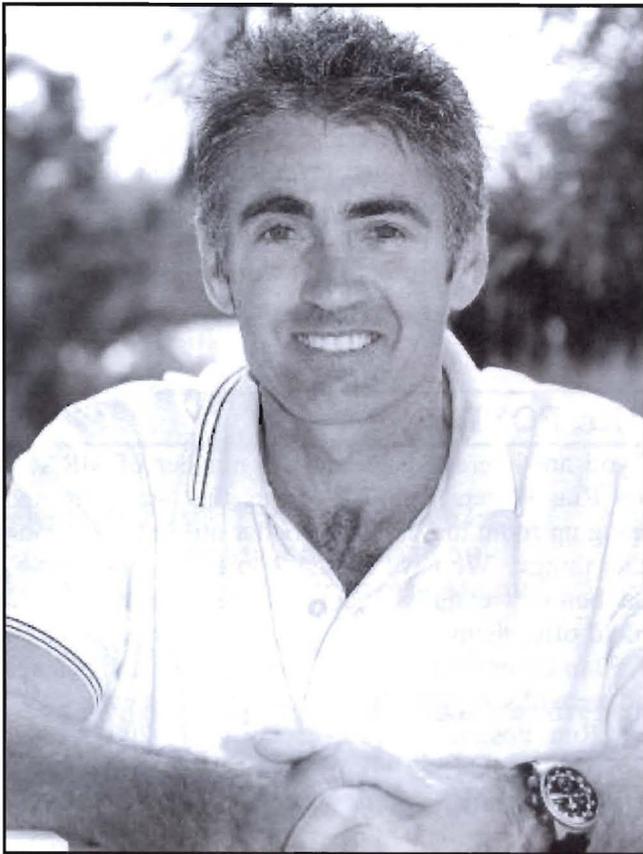
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**OZ & WORLD M/C NEWS****Training the go say Mick and Casey**

Motorcyclists will continue to die on our roads unless training - not just policing - becomes a priority, two of Australia's greatest sports stars have warned.

MotoGP world champions Mick Doohan and Casey Stoner say targeting inexperienced riders isn't the answer.

Doohan said Australia lagged behind Europe and Japan when it came to equipping new riders with the skills they needed to stay alive. "Telling an L-plater or a P-plater to slow down is not enough. Education is the key," he said.

Stoner said there was no point restricting the speeds of young riders. "Lowering speed limits is not necessarily the answer for greater safety. I think the current limits are OK," he said.

Doohan blamed the inaction of some state governments for the lives lost. "In aviation they teach you how to deal with emergency situations before you can get a licence, but with driving and riding as long as you can do a hill start and a reverse park you can get a licence."

Doohan credited the efforts of the South Australian Government in its attempt to change attitudes by using

an innovative campaign showing the differences between crashing on a race track and a suburban road.

"When you crash on the race track you are not up against curbs, trees, buses and phone boxes," he said. "You tend not to just slide down the road and pick yourself up like you do on a race track."

*Info courtesy Herald-Sun*

**SA L-Plate max speed increase**

Major changes to the Graduated Licensing Scheme (GLS) for young drivers came into effect on September 4 this year. Some of these changes affect L- and P-Plate motorcyclists.

SA Minister for Road Safety, Jack Snelling, said, "We've continually made improvements to the GLS and we think these new initiatives will go a long way toward ensuring they're better prepared for when they graduate to full licences."

The GLS changes affecting motorcyclists include:

- Introducing two demerit points and a \$250 fine to replace licence disqualification as a penalty for failure to display L or P-plates.
- Replacing the current hardship appeal provision with the offer of a Safer Driver Agreement to reduce the burden on court time.
- L platers can now drive at a maximum speed of 100 km/h where the speed limit permits. Previously the maximum limit was 80 km/h.

Mr Snelling said that certain exemptions may also be approved by the Registrar of Motor Vehicles in special circumstances. "A current exemption certificate must be carried at all times by provisional drivers under 25 if they're driving a high-powered vehicle. Breaches of the new law will incur \$250 fine plus 3 demerit points."

Complete details are available at [www.mylicence.sa.gov.au/newrules](http://www.mylicence.sa.gov.au/newrules)

**Canadian women motorcycling congress**

History was made in Huntsville, Ontario, Canada when it played host to women motorcycle riders from Canada and North America on July 22 this year. Huntsville welcomed women and men who gathered to celebrate the Motorcyclists Confederation of Canada's (MCC's) inaugural International Women Riders Congress and Festival.

Speakers included Jennifer Botterill, Canadian Gold medal Olympian from the women's hockey team,

Chantal Cournoyer and Stephanie Chagnon, the first women to complete the Rally Roses des Sables across the Sahara on motorcycles, Toni Sharpless, first woman ever on the grid at Daytona speedway, and Sue Slate and Gin Shear who, through their Women's Motorcyclist Foundation, raised \$2.5million in support of cancer research.

"Motorcycles are the common ground but there's nothing common about the women who are attending," said Myra Abstreiter, Chairman of MCC's Women Riders Council. "They are leaders, adventurers, visionaries and change agents. Learning to ride a motorcycle often requires overcoming personal obstacles. Overcoming these obstacles not only makes us stronger, but also gives us skills and confidence we can apply to other areas of our lives."

Themed One World, One Ride, the action-packed 3-day event offered innovative sessions that addressed body, mind and spirit - from seminars, advanced skills training, charity events, demo rides, entertainment and networking.

All activities enabled participants to recognise that by working together, motorcyclists could make a difference, not just in motorcycling communities but beyond that - into the communities where they live, work and play.

#### About the Motorcyclists Confederation of Canada

MCC is a national federation of rider organisations in Canada and serves the interests of all riders. Its purpose is to unite motorcyclists and preserve, protect and promote motorcycling. With more than 245 member groups, as well as individual members, the MCC speaks for tens of thousands of riders. Its Women Riders Council was formed in 2006 to address the specific interests of women riders in Canada.

Website: <http://www.iwcf-cfifm.ca>

### French riders say "Power to the people!"

In March the French Government announced its intention to take draconian measures against bikers who filter in between cars in traffic jams by issuing expensive fines. It wants every bike to stay in their lane, like cars, behind each other, and not go past them at any time. Paris, Lille, Lyon, Marseille, Bordeaux and Toulouse are already very congested cities due to the high number of cars in circulation, and the Government appears keen to add more pressure on the roads by forcing motorcycles to behave like cars.

La Fédération Française des Motards en Colère (FFMC - the French Federation of Angry Bikers) urged all motorcyclists to protest and, as a result, France had a total of 40,000 motorcyclists amassing throughout the

country. More than 60 cities and towns saw their roads blocked by thousands of angry bikers who said NON! to the French authorities who keep treating motorbikes, scooters and mopeds like cars, with 10,000 riders protesting in Paris alone.

The angry bikers took over the whole Périphérique (the 30km express road running around Paris), each occupying the space of one car in each lane. Within minutes, an enormous traffic jam gridlocked the whole of Paris on a busy Saturday afternoon, when Parisians go out to do their shopping and visit friends and relatives. Reports say the result was spectacular, with car drivers stuck in traffic until late in the evening by the time all the traffic jams cleared.



*10,000 bikers on the Paris Périphérique*



*If one car = one bike, on the Périphérique you have...*

For anyone who decided to leave their car at home and take the Metro instead, unfortunately that didn't help. In response to a statement made by the French Transport Secretary, Jean-Marc Belotti, who said, "If they [*bikers*] are not happy, they can take the Metro like everyone else," protestors took over the Paris underground network. While some bikers continued to block the roads and cause standstill aboveground, others went down the underground *en masse* and occupied a whole train, thus bringing the entire line to a complete stop.

A spokesman for the FFMC said, "This will be an insane law if it is enforced, and it is incredible that Mr Belotti would suggest it. Bikers are the greenest users of motor vehicles out there. Bikes take up less space, use less fuel, and are a more efficient way to go

because you're not riding around with three or more empty seats in your car.



*Massive disruption in the Metro*

Rather than penalising riders for using the roads efficiently, the automobile drivers should be fined for causing the congestion, but if they treat us like cars, we will behave like cars. This is a very good example of what can be done when people act together. Next time, perhaps Mr Belotti will think first before opening his mouth."

It's still early days but the FFMC has advised that if the Government doesn't scrap their proposals, other demonstrations would be organised and bring France to a complete halt again.

The latest information is that the Government is reassessing its proposal.

*Info courtesy AMC*

## **Bikers gridlock London for 5th week**

Central London was again taken over in April by angry motorcyclists who gathered in the Trafalgar Square area for the 5th consecutive week to protest at a parking tax imposed on them by Westminster City Council with no apparent justification.

Onlookers were amazed and city councillors dismayed at how much chaos and misery bikers could cause by behaving just like car drivers on the roads. It is perfectly legal to ride a motorcycle like you would drive a car; i.e. leave plenty of space between the bike and the vehicle in front and stay stuck in traffic instead of filtering (or lane splitting) in between cars.

Councillor Danny Chalkley, in charge of parking at Westminster Council in Central London, had said, "*The introduction of motorcycle parking charges...is about dealing with the increasing pressures on our roads and ensuring the city does not grind to a standstill.*" Chalkley seemed to be implying that motorcycles cause congestion, so the bikers decided to show him that motorcycles can indeed cause congestion, and only in the Central London Borough of Westminster during morning rush hour, while they

ease congestion everywhere else in the world. The bikers argued that, if Chalkley treats motorcycles like cars, they will indeed behave like cars in Westminster and cause maximum disruption as a result.

Thousands of commuters were stuck on buses and in their cars for hours, while the bikers managed to disappear quickly through the traffic once they had achieved their objective, leaving enormous traffic jams behind.



*Peak (motorcycle) hour in Trafalgar square*



Motorcyclists involved in the 'No To Bike Parking Tax' campaign (NTBPT) were more determined than ever to continue to gridlock London every Wednesday until Westminster City Council scrapped its discriminatory motorcycle parking tax.

The Metropolitan Police have been seeking legal advice to establish whether they can successfully prosecute for... riding too slowly and unnecessary braking!

An NTBPT spokesman said, "This is the world upside down. It clearly shows how short-minded the British authorities are these days. Instead of recognising and promoting the use of motorcycles as an economical way of getting around without congesting and polluting as much as cars, they are trying to intimidate and discriminate against a group of

motorcyclists who exercise their legal right to protest at parking charges imposed on them by elected councillors who are serving their own interests rather than those of the electorate.”

Organisers of the campaign suggested that commuters who were delayed by the protest write to Councillor Danny Chalkley asking him why he imposed a parking tax on motorcyclists without properly consulting them in the first place and why he ignored more than 3,000 public objections to the tax over the 19-month period leading up to the protest.

The bikers continued their campaign during the Westminster Council elections in May, presenting voters with leaflets explaining why they should not vote for Chalkley.

*To date we have not learned of the outcome of the campaign or the council elections...Ed.*

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## TOY RUN REPORT

**Harald Lindemann**

**Coordinator**

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The Toy Run 2010 preparation is now moving into its final phase with still a few things to get done and as usual promises to be a great day for all. Here are a few things that you can do to help make the day a successful one.

☛ Marshals – we need more marshals to manage traffic on the day from Glenelg to Hahndorf and to keep an eye on things at the Hahndorf Oval to keep everything safe. If you are interested in helping out let Jock know on 0411 273 184 and he will provide you with some details. Also, when you are on the run obey the Marshals at all times.

☛ Lollies – Our policy is *Please don't throw lollies*. Santa won't, so we are asking you not to. It's a really nice idea and in the spirit of the day but... People get hit by them and if they land on the road instead of the footpath there is a risk that kids may run onto the road to retrieve them – which is not safe.

☛ Parking at Hahndorf – Marshals will direct you to the safest places to park. The first places will be around the perimeter of the oval (limited places) and up to the top (soccer) oval. This is where most of the riders will park. Ride straight up the hill and into the oval. Marshals will direct you to your spot. The entrance has been improved and is much safer than it used to be, so don't hesitate, go straight up the hill. Once the soccer oval and the perimeter are filled up the area to the left of the entrance will be used for parking and, if available, the parking area across the road.

☛ Leaving the Oval – I know that many of you will not stay long and will want to get away early to go

for a run with your mates, lunch engagements etc. But remember that it takes an hour or more for all the bikes on the run to arrive at the oval and for that time traffic on Pine Avenue and into the Oval is one-way – in only. So please don't try to get out of the gate before 1pm. It won't happen. The police sergeant at the gate decides when to allow two-way traffic so if you push your way through the marshals you will have to contend with him.

Park outside the oval or on the soccer oval if you really want to leave early. There is an exit at the back of the top oval which takes you into Hahndorf – look for the sign. The road is a bit rough but we are trying to get the Oval Committee to level it out a bit.

☛ Medical Services – This year we will have the services of First Care Medical providing first aid at Glenelg and at Hahndorf Oval. Look out for the green and white ambulances and the guys walking around wearing the green and white vests should you need some help.

☛ The next meeting of the Toy Run Committee will be on Monday November 1. Let me know if you are interested in attending. Ph. 0421 289 714.

**MRA**

**2010 TOY RUN**

**Sunday December 12**

**Leaves Anzac Highway**  
**Glenelg 11 a.m. sharp**

**Breakfast from 8.30 a.m.**

**Ride to Hahndorf Oval**

Band – 'Harvest Rock'  
Show 'n' Shine  
Xtreme Trials Show  
Trade & Club Displays  
Kids' Entertainment  
Tucker & Drinks

**ROAD SAFETY REPORT****Neville Gray****Road Safety Officer**

➤ The universally acclaimed 'Mick Doohan' motorcycle safety campaign – 'The Road's No Place to Race' – has run its course and will be replaced later this year with another focusing on safe riding apparel, again featuring Mick as the role model.

With this in mind, we approached the Motor Accident Commission with a request to supply 44,000 copies if the Good Gear Guide for each registered motorcycle owner in SA to be mailed out with registration renewals (not long after we learnt that the Federal Government through the National Road Safety Council had authorised some 200,000 copies for release throughout Australia). We hope that these two initiatives will be combined to total these needed 44,000 copies.

➤ The very successful initial rollout of the BASYC W-Beam barrier protection system has been completed by the Department of Transport, Energy and Infrastructure (DTEI) along Gorge Road just out from Adelaide which is a notorious motorcycle black spot area.

This is the first time this system has been implemented outside Spain. In rolling out this barrier, DTEI engineers devised a much more efficient method of construction. Further installations are planned for other motorcycle blackspots in adjacent areas.

➤ Driver aware stickers have been manufactured and supplied to riders compliments of MRA SA, which are based on the MRAWA models, thanks Dave Wright (Prez). They contain the free call number for reporting road hazards to the DTEI.

➤ We have been informed by the DTEI that our Motorcycling Safety Strategy 2005 – 2010 will not be replaced by another stand-alone Motorcycle Strategy, much to the concern of the riding fraternity. This leaves SA as the only state without a dedicated Motorcycle Strategy.

Instead the Department has recommended that we be bundled into the general SA Road Safety Strategy to be released in Jan 2011. We have had input into this via a series of Stakeholder Workshops in recent months. The current Strategy has formed the basis of the work being performed by the Motorcycle Task Force (MTF) during the life of the Strategy and it is feared that the lack of a Motorcycle Strategy will make the MTF redundant (the MTF is the rider/Government interface body which has been in existence since late 2003).

The MTF is, we think, being poorly supported by the current Government and we are endeavoring to change

its Terms of Reference from that of 'consultative' to 'advisory' similar to the Victorian Motorcycle Advisory Council. Motorcycle-safety-specific funding has been asked for: we are asking for 13% of available road safety funding to align this expenditure to the current motorcycle fatality percentage of all road deaths in SA. We await the reply from the Director of Road Safety as well as the draft copy of the next SA Road Safety Strategy 2011–2020.

The mooted proposal that motorcycle riders have to sit out an extra year after being eligible for a car licence has been vigorously opposed (this proposal is similar to that currently in place in Queensland). There is a detailed account of the valid points against this proposal in the June Centrestand.

➤ A Motorcycle Safety Forum was held in Adelaide in February this year. Special guest presenters included Neil O'Keefe, Chairman of VMAC, Liz de Rome, author of the Good Gear Guide and Ken Wooton, well known motorcycle journalist. The outcomes were few and riders were very disappointed in the lack of time allocated to debate the current issues.

➤ We have been successful in lobbying the DTEI to use white posts in Wire Rope Barrier (WRB) placements.

White posts will be used one in every four when lane widths are over 2.8 metres and all posts will be white when lane widths are less than 2.8 metres. This gives the WRB installations a more visible presence and motorcyclists can use their hazard perception to be aware of these barriers. These white posts also give an indication of where the lanes are going and the upcoming curves will be more clearly delineated.

- Motorcycle safety is at the crossroads in SA at the moment. We feel that the Government is largely ignoring us whereas the bicycle fraternity is being heavily supported with large injections of funding. The future of the Motorcycle Task Force is also under threat as we are about to lose our 'recipe for action'- i.e. a current dedicated Motorcycle Safety Strategy.

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## **Crash barrier protection system rolled out in South Australia**

**Neville Gray**

According to the Coroner's reports on fatal motorcycle crashes, around 90% of crashes with barriers occur with W-Beam or Armco types. Between 2001 and 2006 fifty riders died from impacts with these barriers, four with concrete and three with wire rope barriers. W-Beam barriers are by far the most common type. Many of these are found in highly trafficked motorcycle areas; barriers in general remain high on

the hazard list for motorcyclists. Around 45% of impact crashes with barriers occur when the rider hits the supporting posts, which imparts serious or fatal injuries to these hapless riders.



A system that can protect riders from impacts with these posts will therefore be highly beneficial. Such a system has been used in Spain and in other European countries for six years and many kilometres of carriageway there have this barrier protection system in place.

The BASYC system consists of a continuous mesh constructed from polyethylene of high tenacity which is both UV and fire resistant. It has controlled elasticity and primarily protects the posts from being struck – it is classed as a ‘soft impact’ attenuator. The rider is redirected in the same direction due to this elasticity, which avoids the bounce effect. The mesh is attached along the underside of the guard rail with the bottom attached at ground level to shoes projecting from each post. It is easily installed (it is not necessary to remove the beam) and requires no maintenance for its ‘up to 15 year’ life. Further information and videos of simulated crashes can be obtained from the BASYC website at [www.basyc.com.au](http://www.basyc.com.au)



BASYC will capture, contain, absorb and redirect a sliding rider. It will prevent the rider from passing through or wedging between the W-Beam.

The first rollout of this system outside Europe has occurred in South Australia on the infamous Gorge Road just out of Adelaide, where many motorcycle fatalities involving guardrails have occurred over the years. Some two kilometers have been installed at black spot locations by the Department of Transport at a total cost of \$140,000. More installations are planned in SA and there is a lot of interest from other state transport authorities. Let's hope that all states adopt this proven barrier protection system that is of great benefit to motorcycle riders.

## Public Road Safety Fora in SA

South Australians have an opportunity to share their views on road safety at a series of forums to be held around the State.

The Road Safety Advisory Council will be listening to South Australian's views and aspirations, reviewing road safety research and consulting with experts to develop a new road safety strategy for South Australia.

Starting 7 September 2010, the fora will be held progressively across the State in metropolitan and regional areas, including Berri, Victor Harbor, Kangaroo Island, Mount Gambier, Tintinara, Ceduna, Murray Bridge, Port Lincoln, Hahndorf, Coober Pedy, Minlaton, Clare, Angaston and Port Augusta.

These fora, along with the assistance of Adelaide Thinker in Residence, Professor Fred Wegman - an internationally recognised road safety expert - and the development of a national road safety strategy, will help the Road Safety Advisory Council make recommendations to the Minister for Road Safety and the Government of South Australia.

All South Australians share the responsibility for improving road safety – individuals, families, communities, business and government. Together, we can make our roads safer.

For more information and to register your attendance visit [www.dtei.sa.gov.au/roadsafety/forums](http://www.dtei.sa.gov.au/roadsafety/forums) or call 1300 557 316.

*Press release courtesy DTEI*

Writing is like driving a car at night. You can only see as far as the headlights, but you make the whole trip that way. E.L. Doctorow

## WIMA PINK RIBBON RIDE SUNDAY, 24<sup>TH</sup> OCTOBER 2010

**Liv Andersen**

Ten years ago the Women's International Motorcycle Association Australia (WIMA) decided they wanted to raise money for a cause that was specifically associated with women, so each state where we had a branch organised a ride to raise money for breast cancer research and increase the awareness of breast cancer. We decided to call it the Pink Ribbon Ride and the Adelaide branch chose to donate the money to the Cancer Council SA.



This will be the 10<sup>th</sup> Pink Ribbon Ride for the Adelaide branch of WIMA. Our first ride in 2000 started at Eagle on the Hill and ended up at the Swan Reach Hotel, raising about \$3,000. Every year the number of riders increases, along with funds raised. Many riders wear something pink and decorate their bikes with pink ribbons, bras and balloons. We have a prize for the best-dressed bike each year.



We have had some women on the ride who have survived breast cancer. One lady I know got her

motorcycle licence after having had breast cancer ten years ago and is still riding today. We get a lot of support from businesses donating money and prizes for the raffle we run in conjunction with the ride.

The ride will be meeting at the Arkaba Shopping Centre car park, Fullarton Road, Fullarton. You will be able to register for \$15 from 9.00am to 10.15am. The registration includes badge, sausage sizzle and door prize. The Arkaba hotel will be open for breakfast or coffee, tea and a muffin.

The ride will finish at Mannum this year as the first ride in 2000 stopped at Mannum before finishing at Swan Reach.

Contact person for information is Liv Andersen [livwima@yahoo.com.au](mailto:livwima@yahoo.com.au) or 0415 412 267.

## SAMRATS Birthday Run

**October 23 2010**

**Jock Rogan**

**Coordinator**

Well, our Birthday Pub Run is just about due again.

For those who don't know, we ride to the Melrose Caravan Park and traditionally have a meal at the pub to celebrate our birthdays.

This year, we thought we would try something different. One of our riders, Deb, is a professional caterer. She has offered to do munchies, dinner and a breakfast meal deal!

In her words: "I am still happy to put on a BBQ based spread if that's what people would like. I won't know exactly how much it will cost until the day but I'm confident that if members are asked for \$25 per head they won't be disappointed. Snacks/munchies on arrival; Saturday night dinner – BBQ and salads (and birthday cake for desert); bacon and egg sandwiches for breakfast Sunday. Coffee and tea; ice and eskies for whatever cold beverages people want to put in them. As far as I can see, I can sort most of this stuff out myself but I will be calling on volunteers to "man" the barbie and the guys can fight it out over who will be head chef ;)."

How about we budget for \$25 dollars and if there is any money left over we donate it to the 4B's who are trying to build a DVD library for riders in the RAH (that will save the hassle of trying to divide \$30 twenty seven ways)?

Susie will be taking one of our Renaults as she doesn't have the muscle tone to ride the distance. We plan to stop at a pub on the way out so you can get drinks and we can transport them in the Renault.

We have booked out the bunkhouse at Melrose and we can fit quite a few people in if you are prepared to share. There are four rooms with double bunks, one room with two double bunks and a double bed and two rooms with double bunks, a single bed and double bed.

Bookings are on a first-come-first-serve basis. It would help if you could find someone you'd like to share with.

There is tent space in front of the bunkhouse and you can use the facilities (showers etc.) of the bunkhouse.

With this event, members may come in cars with their family if they wish. One year a rider has his wife bring their family and caravan!

We will meet at the Caltex on Port Wakefield Road, Paralowie (on the left heading north after the White Horse Inn, Bolivar). If the forecast temperature is greater than 35 degrees please meet at 9.00 am to ride out at 9.30 am. If the forecast temperature is less than 35 degrees please gather at 9.30 am for a 10.00 am ride off (most discount pubs don't open till 10).

For enquiries contact Jock on 0411 273 184

## 4B's REPORT

**Phil McClelland**

**Coordinator**

The 4Bs monthly meetings are held at the Benjamin on Franklin Hotel, 233 Franklin Street Adelaide, on the first Wednesday of the month at 7:00pm. Many of the 4Bs members arrive early to share a meal prior to the meeting.

The Hampstead Rehabilitation Centre was asked to suggest the best way we could use the \$1,017 donated from the 2009 Ridden On Ride. The Centre has asked for a laptop computer, loaded with games and DVDs for use by the patients. The April meeting approved a quote tendered by BTP. Unfortunately the \$1,017 will not cover the laptop we chose to donate and we will draw on the money raised for the 4Bs by Jodie Christie.

All 4Bs members were allocated a \$25 budget and asked to scout around and find some second-hand PC games to install, with the hand-over of the laptop occurring in August.

The Royal Adelaide Hospital DVD library started by the 4Bs in the orthopaedics ward is in need of updating.

The RAH has informed the 4Bs that 2 of the original 4 personal DVD Players have been worn out. They are in constant demand and usage. Around a half-dozen of

the original 50 DVDs have been lost or thrown out. The rest are still in use.



*L – R: Greg Janzow, Paul Philcox (Clinical Nurse), Dr Adrian Windsor, Joanne King, Phil McClelland, Andrew King, Robyn Clissold*

We have tested a portable DVD player that will plug into the TV installed beside every bed. The DVD player will work on the TV even if the unit has not been hired. This will lower our replacement cost and increase the screen size for the patients. Six DVD players will be purchased at a discounted price of \$30 each and donated to the RAH. We are currently arranging to purchase some ex-rental current-release DVD movies and hope to donate a further 6 movies every 3 months, budget allowing. All the donated products will have a sticker identifying them as being donated by the 4Bs and where a significant discount was offered, naming the company assisting us.

We owe a huge thank you to Andersons Solicitors. They have donated the new 4Bs visitor cards we will be handing out to injured riders in our hospitals. They offered us two new designs and we were split on which one to use. We loved then both. Robyn sorted it out by having 250 of each printed. We can choose which one suits us and the person we are visiting.

Thank you Robyn, thank you Andersons Solicitors. Of the two ways you can have a look at the new cards, I recommend you come along to a 4Bs meeting.

## AMC CONFERENCE IN ADELAIDE

**Peter Mount**

The 2010 Australian Motorcycle Council's annual conference was held in Adelaide on August 14 and 15 this year. As anticipated, a number of MRA SA members attended.

A special welcome was extended to Ray Newland, recently retired from his position of Federal Chamber of Automotive Industries Motorcycle Manager, and

newly appointed as the AMC's Research Advisor, and his successor, Rhys Griffiths; Lieutenant Colonel Sean Faulkner and Sgt Deese Tyriss of the NT Defence Force Rider Training Program; Matt Bennett, Motorcycling Australia Riders' Division Manager; Russell Wattie, Secretary of the United Motorcycle Council Qld; Senator Dana Wortley (Lab); Adrian Weissenfeld, Centre for Automotive Safety Research PhD student; and AMCN News Editor Kellie Buckley.

Some of the main points discussed included:

- **AMC's launch of Liz de Rome's 'Good Gear Guide'** at Parliament House, Canberra, by Infrastructure Minister Anthony Albanese.

- **Higher AMC profile** evidenced by MP's attendance at 2010 AGM.

- **Inaugural Annual MPs and Senators Ride** held in March 2010.

- **Continued discussions**, exchange of information, strengthening of relations with FCAI and MA.

- **Invitation for AMC representation** on Queensland Motorcycle Safety Advisory Group.

- **Research papers on motorcycle safety** published by the Australasian College of Road Safety, including AMC Chairman Shaun Lennard's article recommending states and territories work more closely together, reflecting the theme of the National Road Safety Council.

- **Protective Clothing Workshop** participation at Sydney Australasian Road Safety Conference.

- **First International Motorcyclists' Conference** in Brussels and Shaun's presentation on Australian motorcycle safety.

- **Shaun's invitation to address the 2010 Australasian Road Safety Conference** in Canberra regarding motorcycle safety initiatives in Europe, with Wayne Gardner to chair and speak at the conference's Motorcycle Safety Workshop.

- **Release of the Victorian PTW (Powered Two-Wheeler) Strategy**, considered a watershed in Australia and the world benchmark according to some European rider groups.

- **Recognition that motorcycling** is more than just motorcycle safety – it is all-inclusive.

- **The AMC has presented a submission on trikes** to the Technical Liaison Group, the federal body responsible for the consideration and implementation of Australian Design Rules. The submission argues for

the elimination of weight limits for LEM and LEP Category trikes (these are the non-commercial ones), and will be considered at the December TLG meeting. *An article on this will be provided in Centrestand as soon as the outcome is known...Ed.*

- **The Federation of European Motorcyclists Associations (FEMA)** has recently announced that the European Barrier Standard is soon to adopt a procedure for testing for motorcycle impacts. The European standard will probably be similar to the Spanish standard and only test for a dummy sliding into the bottom part of the barrier. Work continues at the University of NSW on research into motorcycle impacts with barriers. There has been no indication when and if this work will result in a test procedure for impacts when the rider is still on the motorcycle and upright.

- **Skid resistant road marking paint** was recommended for speed delineation signage some years ago in SA, on condition that the SA-developed product (thanks to MRA SA) was utilised. Despite the AMC's strong advocacy, this has not been accepted because of the need for specialised application. However, Standards Australia has agreed that paint should not be used where a motorcyclist is braking or turning near intersections.

- **The National Road Safety Strategy** has been discontinued because other state and national initiatives have taken over the role. Six members plus four 'road safety ambassadors' have formed the new National Road Safety Council (NRSC), one of whom is Wayne Gardner. The AMC will be able to brief Wayne on safety issues from the perspective of riders. The NRSC is developing the next ten-year National Road Safety Strategy, which will include motorcycle safety.

- **The federal Motorcycle Safety Consultative Committee (MSCC** – comprising government and rider group reps) has recommended that the federal government focus on infrastructure, the (motorcycle-friendly) design of new roads, the development of a national motorcycle strategy, black spot programs, the application of a Motorcycle Accident In-Depth Study (MAIDS) similar to that conducted in Europe, and a national approach to training and licensing.

- **The MSCC has been asked to develop a plan** for the introduction of a national graduated licensing and education system for new and returning riders, although whether this will include an instructor accreditation system is yet to be confirmed.

**Presentations:**

**Matt Bennett (Motorcycling Australia)**

- After focussing exclusively on motorcycle competition, MA is broadening its role to include non-competitive issues through its (relatively) newly-formed Riders Division, such as on-road and off-road safety, helmet standards, rider licensing and training and so forth.

- It is keen to support rider groups such as the MSCC, AMC, clubs and groups that riders naturally gravitate towards

- MA has self insurance so can offer clubs much cheaper public liability insurance.

- AMC Executive and the Board of MA will meet to look at ways to move forward together

### **Senator Dana Wortley on behalf of Minister Anthony Albanese**

#### Infrastructure:

- Increased Federal Government's investment on black spots and road building.

#### Transport Planning

- Annual cost of urban congestion is predicted to be more than \$20 billion by 2020.

- More than 9.5 million motorcycles, cars, buses and trucks on urban roads annually.

- Need appropriate plans for complementary transport modes.

- Complexity of transport regulation because decisions made at State and Territory levels.

- Australian Government will consider AMC's desire to have motorcycling included in fully integrated transport and infrastructure plans.

#### Road Safety and Motorcycling

- 1509 deaths on roads in 2009 cf 3000 in 1970.

- Better policing, improved driver training, better road design, extensive education campaigns, new vehicle technologies have contributed to reduction in fatalities.

- 2001-2010 National Road Safety Strategy aimed to reduce road deaths by 40% from 9.3 to 5.6 deaths per 100 000 people (realised 26%).

- Motorcycle safety issues will be considered and AMC is urged to become involved.

- NRSC must ensure the very best road safety measures and practices are taken up and implemented in all Australian States and Territories.

- Involvement of Wayne Gardner on the Council

- NRSC is funding a group to develop key criteria for national graduated training and licensing systems for motorcycles and scooters.

- Good Gear Guide launched in September 2009.

- Motorcycle and Scooter Safety Summit in Canberra 2008 organised by MSCC outlined key recommendations for priority action, many of which are being implemented.

### **Russell (Camel) Wattie (Secretary UMCQ)**

- UMCQ has established a subcommittee of social clubs to get more involved in the community and gain broader acceptance.

- 1000 members who are passionate about motorcycling, made up of 16 patch clubs, Christian clubs, social membership and individual membership.

- Dispute resolution among patch clubs is an important feature of UMCQ.

- Wish to contribute positively to motorcycle strategies.

- Camel is standing for the Senate to be a strong independent voice for motorcyclists.

- Time to get 'smart' on crime in preference to getting 'tough' on crime.

- Interested in supporting AMC.

### **Lt Col Sean Falkner (Army Motorcycle Awareness Program)**

- The Defence Motorcycle Project was launched in 2006 by Defence Minister Dr Brendan Nelson, with \$1.9million to spend over three years on a rider education program, which was reworked and refunded last April.

- This was considered cost-effective given that it cost \$188,000 to train one soldier and \$1.2m to train an officer, and that 12 Army motorcyclists had previously been lost to enemy action.

- The Army bought Australian Transport Bureau's rights to the 'Ride On' motorcycle awareness program.

- Training includes roadcraft education, bike maintenance and riding gear.

- 3000 riders have been trained in 700 off-road courses since 2006.

- The Army has adopted "Ride Smart" as the program's motto.

- Air Force personnel now included.

- Strongly endorsed on the grounds that rider training saves lives and money.

### **Adrian Weissenfeld (PhD Student – CASR)**

- MA-funded research project.

- Investigating attention models, kinesthetic awareness and automatic processes which are only developed through years of riding experience.

- Focussing on experienced riders and what goes through their minds before they crash.

- Looking at the stages after the 'rote learning' processes have stopped as well as fatigue, road conditions, safety signage and barriers, environment and experience.

### **Ray Newland - Australian Motorcycle Council Research Advisor**

- Put in submission to VicRoads on Motorcycle Technology in the Market in January, and helmets and protective clothing.

- Recent Vic Parliamentary Enquiry into vehicle safety which recommended Antilock Braking Systems (ABS) and Automatic Stability Control.

- Victorian road safety and transport strategy plan for PTWs promotes the purchase of safe motorcycles.
- Ray was asked to find out what technologies were currently in existence and what would be coming in the next 5 years, what improvements there are for protective clothing and helmets, what the barriers are to the introduction of these, and what could be done to accelerate their introduction.
- ABS now available on 57 models marketed in Australia: on 400 – 650cc LAMS-approved models, on 1000cc sports models, up to 1800cc tourers.
- Reluctance of riders to take up ABS option.
- Vic Roads discussed mandating usage but not yet.
- Voluntary uptake projects as an alternative to a legislative approach.
- Riders and drivers need training on how to use ABS effectively.
- Claims that ABS reduces fatalities is highly questionable. ABS braking system was statistically significant in reducing fatalities in only two of the thirteen motorcycle models used in a recent study.
- It has been accepted that in a loose surface situation ABS should be switchable.
- Rider training and licensing to look at braking, swerving, riding curves, visual surveillance, hazard identification and response, attitude and behaviour, evaluation of program.
- AMC will prioritise and consider pushing for national implementation.

#### **Rhys Griffiths (FCAI)**

- FCAI began in 1937 as a voice for the car industry and has grown to represent local manufacturers and importers.
- In late '90's the motorcycle manufacturers and importers wanted similar representation so Ray Newland filled the position of Motorcycle Manager until his retirement in 2009.
- Of the 36 main brands of motorcycles imported, 21 are represented by FCAI (90% of the volume of imported motorcycles).
- FCAI promotes national uniformity among regulators and associated bodies, balancing state requirements
- Key message is safety of motorcycling both from manufacturers' and riders' perspective (important to lobby on personal level for safer motorcycling).
- Current major issue is deaths on ATVs (four wheel motorcycles or quad bikes).
- Looking at the "Hierarchy of Control", ranging from training and the quality of personal protective equipment on the lower level, through to engineering change at the peak.
- Huge increase in number of ATVs: 270,000 currently in use, 15-20,000 sold each year, manufacturers defending use of ATV's for past 8 years, ATV's comprise approx 20% of motorcycling industry sales therefore it is important to win the technical argument for importing them

- In 2006 the motorcycle industry total sales volume was approximately 120,000 units, with the best estimate of unregistrable imports being 130,000 units. In 2010 approx 50,000 units imported from SE Asia with no regulation, no safety or engineering standards.
- Need to work with authorities through the ACCC, which is the motor industry regulatory body.

#### **Member Org reports**

##### **MRA WA**

- MRA WA is now included on the federal MSCC (individual AMC member organisations were not previously included).
- Two MRA members have now completed the new Road Safety Audit Course.
- The Graduated Rider Training consultation has finished, with 1400 submissions. A focus group (including MRA WA) has been established to finalise recommendations.
- MRA WA has been invited onto a new state motorcycle helmet certification committee which will seek national agreement.
- Following the death of a rider due to gravel spilled on the road by a local council, MRA WA facilitated a coronial inquest which may change how councils approach road repairs and resealing.
- MRA WA has invited a number of local councils to declare themselves motorcycle friendly, with very encouraging results.

##### **Rider Awareness Northern territory (RANT)**

- A young organisation with 45 members and big plans to significantly increase membership by attracting riders from outlying towns such as Katherine, Tennant Creek, Alice Springs and the like.
- Has made contact with the local military force, wherein motorcycling is popular.
- Has had considerable success in establishing relations with government.

##### **MRAQ (including Qld Motorcycle Safety Advisory Group)**

- Government moving on speed limit reductions at black spots; point-to-point speed monitoring; more speed cameras; increased enforcement.
- Research projects:
  - > pre-learner licensing
  - > behaviour and attitude of motorcyclists
  - > mopeds
  - > older riders
  - > frontal ID
  - > zero BAC
- 'Tombstone' ads discontinued.
- New roadside furniture and surfacing on bridges trialled.

##### **MRA Vic**

- Have established a Strategic Committee headed by a former polliie.

- Research: motorcyclists' BAC offences are fewer than those of any other group.

### MRA ACT

- Younger people are coming into riding and, hence, into the MRA.
- Charity or social rides each month.
- Road maintenance and black spots remain a problem.
- Are adopting MRA SA's Ridden On Ride.

### Tasmanian Motorcycle Council

- Liaising with the new Minister for Sustainable Transport to promote motorcycling.
- The Greens interpret 'sustainable' as cycling, public transport and walking.
- Liaising with Engineering Department re safe motorcycling roads.
- There was not one crash during the five days of the Harley Owners' Group (HOG) Rally.

Note: This list of reports is not complete as some representatives were unable to attend.

### Executive election results

Chairman – Shaun Lennard

Treasurer – Brian Wood

Secretary – Lorrie Hemming

Committee Member – Tony Ellis

Committee Member – Neville Gray

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## DIRT ROADS of NORTHERN AUSTRALIA

Kevin Martin

Samrats member

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The journey around Australia has been going well. Travelling around Australia by motorbike is a challenging way to understand this country. There is a lot of remote and barren land with a few nice little spots scattered around the place. The journey from Cairns in Queensland to Derby in Western Australia by mainly dirt road is one way to experience some of this.

With a lot of these roads closed during the wet season (Nov – April), timing is important, as the roads quickly turn into impassable mud with the rain. The route taken was a few dirt roads from Cairns to Chillagoe, the Bourke development highway to Normanton, a few more dirt roads to Camooweal, the Sandover Highway to Alice Springs, Buchanan highway to Kununurra (Tanami highway was closed due to rain) and the Gibb River Road to Derby.

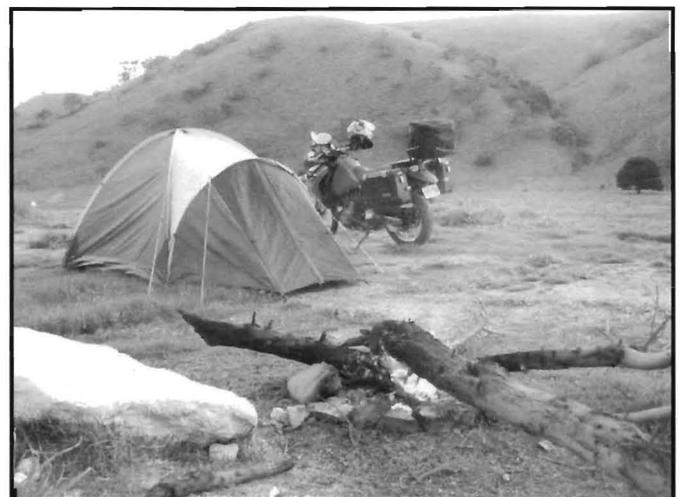
A wide variety of terrain was encountered including soil, clay, dirt, gravel, sand and bulldust (*must have been talking to some other riders...Ed*). At the start of the dry season, some of the ruts can be quite bad and deep due to drivers getting bogged during the Wet.

Once the graders have been along these are generally gone until next year, but can still develop in some of the soft and loose surfaces. Being comfortable when riding in a rut is very important for anyone looking at doing a similar journey.

Corrugations have been very common and can become quite severe in places, mostly where there is a lot of loose sand or gravel. The corrugations can quickly surface after the road has been graded, with the Gibb River Road being graded 5 times a dry season due to this problem. Enough speed will help skim over some of the smaller corrugations, but the bigger ones makes it hard to see as your eyes are bouncing around; they have been known to blow out suspensions and generally shake apart cars.

Most of the creek and river crossings have been cemented, making it a lot safer and easier to cross where there is water. A few have not, so a careful assessment is required for the best line to take as they can be very rocky or muddy. Making sure everything is water-resistant is also advisable as the bike did drop during a couple of the creek crossings. Also came across a few stories of bikes needing a day or two to dry out after attempting a water crossing that was too deep.

For a bike, the worst parts are in the soft sand and bulldust sections as the front end gets pushed around and the bike starts swaying all over the place. Enough speed does help to keep the bike upright, but it can be a very nerve-racking experience. Doing some sweeping



for the Finke Desert Race in Alice Springs helped build some confidence and ability with the soft sand. It can even be fun when you learn how to steer with your legs and ignore what the front and rear wheels are doing.

A more detailed assessment, story and photos of the road conditions and places with this journey is available at [www.kwakakev.com](http://www.kwakakev.com). While it has not been an easy trip for both man and machine, it has given me a sense of the hardships that the early explorers and native people of this land have had to endure through a vast, difficult and stunning terrain.

**MRA COMMITTEE**

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

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2 Years.....	\$48	\$67	\$40	\$55
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Date: / / 2nd Card Name if Family M/ship: \_\_\_\_\_

Scooter  Bike/Other  Male  Female

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Address: .....

Postcode: ..... Telephone:..... Mob:.....

Email: .....

Occupation: ..... D.O.B...../...../..... Other Clubs? .....

Signature:..... Register:.....

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