

CENTRESTAND

March 2018



THIS ISSUE

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MRA NEWS

Let those who ride decide



M.R.A.

**MOTORCYCLE RIDERS'
ASSOCIATION OF SA INC.**

Established 1979

VOL. 35 No. 1 March 2018

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

PRINTPOST No: 100003163

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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: 1st of the month prior to publication

Publication : Quarterly - March, June,
September, December

Printed by Fuji Xerox, 123 Hayward Avenue,
Torrensville. Ph: 8375 9500

COVER PIC: Glass Gorge, Flinders Ranges,
by Graeme Rawlins

COVER DESIGN: Arwen Lindemann

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



Australian Motorcycle Council Inc.

EDITORIAL

Harald Lindemann

To those who are complacent about the future I have to provide you with that old saying, handed down from generation to generation, warning people of real dangers ahead: "Winter Is Coming".

No, we won't be encountering White Walkers in the near future but we need to be very aware of the changing circumstances on our roads for the coming seasons. If, like me, you tend to be an all-season rider, then you need to get ready, both physically and mentally.

Check your bike. Check tyres for wear and flat spots – that line running around the centre of your tyre is one big flat spot and will play havoc with your steering and braking – replace it. Saving a few dollars by wearing it in a bit more is not worth it. If you really want it take it home and put it in the shed for Ron – later on.

Check chain tension and electrical connectors. Help them out with some lubricant and waterproofing spray for the latter. I once rode my BMW R80RT home on one cylinder during a downpour – at night – not a good feeling. I could have used my own advice then.

Got good wet weather gear? One of the keys to riding safely in winter is to stay dry and warm under the gear. It's no fun sitting in a puddle of water while feeling water heading for your boots.

Keep your visor clean. Your vision generally and field of view will be curtailed by wet weather, especially at night. Road grime thrown up by vehicles in front of you will get to your visor so clean it before each ride. Apply a beading agent to your visor, which will help water run off and cut down on the light diffraction at night. Make sure your visor is clear. Replace it if necessary.

Check the soles of your boots. Do they still grip well or are they worn? Worn soles will slip more easily in the wet when you are stationary and trying to hold the bike up or when moving it around using your feet. Think about putting both feet down for added stability when stopping at lights.

Finally, stay alert and keep your distance from the traffic where you can.

Ride Safe, Harald

PRESIDENT'S REPORT

It has been a busy few months for motorcycling advocacy, a lot is happening locally and nationally.

As at 8 April, two motorcycle fatalities have been recorded in South Australia for 2018, which is two too many. The MRASA requests riders to take charge of their own safety and the safety of others while out riding. Ride defensively and ride to return. Channel 9 interviewed the MRASA in early March in response to dashcam footage of a rider demonstrating irresponsible riding and poor decision-making. Unfortunately we know this occurrence is all too common, and will more than likely result in stricter controls on all other riders.

The Parliamentary Counsel's Committee released a consolidated version of the Australian Road Rules on the 5th March. These were approved by the Transport and Infrastructure Council and are a national model law intended to provide the basis for nationally consistent road rules. These rules do not, by themselves, have any legal effect. The AMC welcomes the changes and calls on the states and territories to adopt the changes.

The SA Government has undertaken a public consultation phase for its proposed changes to the Graduated Licensing System (GLS) in South Australia. The MRASA submitted a formal response to DPTI which was a combination or consolidation of input from members and committee. We had an opportunity to expand on these in a personalised meeting with DPTI where we were able to present further detail and give further feedback on associated matters. We thank Hon Minister Chris Picton MP for his energy and devotion to motorcycling safety over the last six months. We look forward to working with the new minister after the state elections in 2018 to act upon all the good consultation undertaken by the Motorcycle Reference Group and DPTI.

Riders are always acutely aware of other road users, and we are always on the lookout for the driver who has not seen us. Drivers (and riders) affected by alcohol and drugs are especially dangerous and I personally approve of stricter controls and penalties for road users who abuse the privilege a licence gives them. Hon Minister Chris Picton MP announced in January new laws aimed at reducing the incidence of drug driving

and improving road safety for all road users. Changes will come into effect during February, March and April. More detail on this and all items mentioned above is available from our website. Feel free to contact the MRASA with your concerns, thoughts, suggestions and questions.

The 2018 Ridden-On-Ride was another success: well over 65 riders attended the start. Proceeds will go to the Royal Flying Doctor Service.

Gear up, ride safe, ride to return.

Graeme Rawlins, MRASA President



WHATEVER YOUR RIDE WE SHARE YOUR PASSION

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

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WISE BIKER SAYINGS

- Never ride faster than your angel can fly.
- I don't want a pickle. I just want to ride my motorcycle. – Arlo Guthrie
- We had longer ways to go. But no matter, the road is life. – Jack Kerouac
- Some call it adventure. We call it life.

LEW JOB RELIABILITY TRIAL



The 'Lew Job 2 Day Reliability Trial' will be run as one event over 2 days, each day consisting of approximately 6 hours in duration. Start and finish will be at the Robertstown Oval; Saturday will be day/night format, Sunday will be daylight only. As usual the organisers depend on volunteers to make the event a success. Checkpoint personnel are needed, so if you want to help out and have a unique biking experience call the Velocette Club Secretary, Michael Kerin, on 0417 293 579 to express your interest. For more information visit <https://sartchampionship.com/event/robertstown-2-day/>

TOY RUN THANKS



7 December 2017

On behalf of Vinnies, I would like to congratulate you and all the Toy Run Committee members on another well-organised event.

I would also like to thank the MRA for its ongoing support of Vinnies, particularly at this time of the year. Christmas is a stressful time of year for many people and far from a joyous celebration as they struggle to pay bills and put food on the table, let alone dream of preparing a special Christmas meal or having gifts under the tree for their children to experience the delight of unwrapping.

Without the support of community groups such as the MRA, Vinnies would not be in a position to assist as many families who turn to us for assistance each Christmas. The generously donated gifts from the Toy Run will ensure many children in need will experience the excitement and spirit of Christmas.

Thank you again for your part in bringing dignity to thousands of families this Christmas.

Yours sincerely,
David Wark
Chief Executive Officer

Editor's Note: Now this thanks is due to all of you who supported the event, who came along on the day, who brought someone else along, who brought a present or donation and who had a good time and rode home safely.

MRASA NEWS

 **Riverland Register** – Because of interest shown by riders in the Riverland region, there is the possibility of an MRASA Register being formed there in the near future. If you or if you know of anyone interested in becoming involved drop the Register Liaison Officer a line at cathyluxmra@hotmail.com.

 **Coast FM** – Cathy and Ebi Lux and Harald Lindemann are undertaking radio presenter training with Coast FM 88.7 on the dial, with the aim in the near future of presenting the radio program, **Motochat**, so that current presenter Geoff Groth can move on and spend more time working on the administration of the station. It won't be for a few months yet but think about what and who you would like to hear on the program. Motochat airs on Wednesday evening at 7 p.m. for an hour of motorcycling news and views – by motorcyclists, for motorcyclists.

 **Motocross at Gilman** – MRASA members will be helping out the Motocross Riders' Association (the other MRA) as volunteer flag marshals for the SA club rounds at the Gilman track. If you are interested in a day out watching screaming bikes go round in circles, over jumps and fall down, why not join us? The dates for the rest of the year are 24 June, 15 July and 16 September.

Contact Harald on 0421 289 714.

 **MRA Membership Secretary** – Welcome to John Withall who recently put his hand up for this very important role in the Association. After a training period with Graeme you will be able to talk to him with all your membership queries.

AMC WELCOMES ROAD RULE CHANGES

The Australian Motorcycle Council welcomes the new nationally-agreed Australian Road Rules published at the beginning of March.

Motorcycle advocacy organisations in all states and territories have been working together through the AMC to achieve uniformity. Uniform road rules require the agreement of all states and territories that work together with the National Transport Commission.

"The AMC congratulates the National Transport Commission (NTC) for managing the process to achieve national agreement on Road Rules for the wearing of motorcycle helmets and for lane filtering," AMC chairman Shaun Lennard said.

"We are pleased that parochialism has been put aside in order to achieve an excellent result for all road users."

"Motorcycle advocates in every state and territory have been quietly working with their local road authorities to help them understand the specific problems with lack of uniformity and defects in the old rules that disadvantaged riders."

"Motorcyclists look forward to each jurisdiction endorsing the nationally-agreed Rules by their immediate adoption into local Road Rules."

"Many Road Rules have had unique variations between states that rely upon 'another law of this jurisdiction'. As a result, what is legal in one State or territory is illegal in another."

"Consistency was the whole reason behind the agreement to, and adoption of, National Road Rules in 1999. The new rules covering these aspects of motorcycling need to be adopted unchanged, as agreed under this process."

In particular, the newly-published national rules:

- Formalise the use of European helmets certified to UN/ECE 22-05. UN/ECE 22-05 provides safer helmets and a more competitive market.
- Clarify that standards compliance for helmets is at point of manufacture. Current Rules demand a helmet must be in exactly the same condition as

when sold; unmarked by use and including all original packaging and booklets, which is impossible.

- Remove legally-grey areas, such as use of dark visors in bright daylight, and use of communicators and cameras
- Provide uniform Rules for lane filtering. Currently four different sets of rules exist, with considerable variation.
- Tidy up some small variations resulting from unclear definition criteria.

Mr Lennard saved his heartiest congratulations for the hard-working, persistent men and women advocates from each of the member motorcycle rider organisations of AMC.

"This really demonstrates what can be achieved when rider organisations and their representatives work together," he said.

"I speak of the Motorcycle Riders' Association of Queensland (MRAQ), the Motorcycle Council of New South Wales, the Motorcycle Riders' Association of the ACT (MRAACT), the Victorian Motorcycle Council (VMC), the Motorcycle Riders' Association of South Australia (MRASA), the Motorcycle Riders' Association of Western Australia (MRAWA), the Tasmanian Motorcycle Council (TMC) and Rider Awareness Northern Territory (RANT)."

"Well done," Mr Lennard continued. "This is a great outcome for riders as a result of your high quality professional representation on their behalf. I especially thank Guy Stanford and Rob Salvatore for their work on this, not only at their respective state levels, but as the AMC's representatives in this complicated process."

**NEXT BLOOD RUN
Saturday June 16 2018**

8.30am Roll-up, 8.45am Departure

**For the Regent Arcade Blood Centre from
Arkaba Shopping Centre Fullarton Road**

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

ANTI-LOCK BRAKING ON NEW BIKES

From November 2019, Australia will fall in line with Europe and Japan by mandating that all new road-registrable bikes must be equipped with anti-lock braking (ABS) as standard.

Federal Minister for Urban Infrastructure (at the time), Paul Fletcher, approved the Australian Design Rule in November last year. The new rule also makes references to combined braking systems (CBS), where the brake force applied at both wheels can be initiated by a single rider input, such as a brake pedal or lever.

“Research has shown that ABS and CBS can reduce motorcycle-related road trauma in Australia by more than 30 per cent,” Mr Fletcher said.

“With motorcycles currently the fastest-growing vehicle type, widespread fitment of this safety technology will make a real impact on reducing fatalities on Australia’s roads each year by ensuring that the safest motorcycles are made available to Australians at the lowest cost.”

Exemptions for the new ADR::

- Enduro and trials bikes.
- Under 250cc trail bikes, which are defined by having a solo seat, predominantly off-road usage, 21-inch front wheels – which means no exemptions for the likes of the Kawasaki KLR650 and Suzuki DR650, which are pillion equipped and can reasonably expect to be used on all road surfaces (at open road speeds etc.).
- Adventure Tourers, which will be able to have switchable ABS.

The introduction of advanced braking systems for motorcycles was agreed to under action items in the National Road Safety Strategy 2011-2020 and National Road Safety Action Plan 2015-2017. The formal process for the implementation of the new ADR began earlier this year when the government called for input on a motorcycle braking statement.

Courtesy bikesales.com

CHANGING DRIVING LAWS TO SUPPORT AUTOMATED VEHICLES

Purpose

The purpose of this project is to develop legislative reform options to:

- clarify the application of current driver and driving laws to automated vehicles (AVs)
- establish legal obligations for automated driving system (ADS) entities.

Next steps

In early October 2017, the National Transport Commission (NTC) released a discussion paper seeking feedback from transport agencies, police, industry, and other interested parties on how Australian governments should amend driver laws to facilitate the introduction of automated vehicles.

The paper raises 14 questions relating to current driver laws. The key question is:

Should driving laws change to allow an automated driving system (ADS) to drive—rather than a human—and ensure that an entity is responsible for the actions of the vehicle when the ADS is driving?

The NTC sought feedback on options to reform laws to achieve this and other issues that arise if the ADS is legally permitted to drive.

Consultation closed on Friday 24 November 2017. Feedback from consultation will be used to develop reform options for the Transport and Infrastructure Council (TIC) meeting in May 2018.

Background

The NTC's work in this area began in November 2015 after the TIC asked the NTC to identify regulatory barriers to safely introducing more automated road and rail vehicles in Australia. In November 2016 the NTC released a policy paper, *Regulatory reforms for automated road vehicles*.

This concluded a one-year project to research the regulatory barriers and develop recommendations to support future reform. Transport ministers approved all eight recommendations outlined in the policy paper and charged the NTC with delivering the recommended regulatory reform agenda.

For more information, see *Automated Vehicles in Australia*.
Courtesy NTC

CLOTHING REPORT

On Wednesday 29th November 2017 I attended a Motorcycle Clothing Assessment Program (Moto-CAP) meeting in person at the Transport for NSW office. Most of the members attended by teleconference.

Representatives from Tasmania, ACT and Northern Territory have now joined the group. This means that all States and Territories plus New Zealand are now represented on the working group.

Funding models for when the scheme goes live in June 2018 were discussed. The most likely model is a two-tiered model with State and Territory Government agencies contributing based on the number of registrations. Private organisations (mainly motoring clubs) will pay a fixed fee. This model means that the smaller states and territories will only have to pay a relatively small amount to be able to participate, with the bulk of the money coming from the larger states, but as these states are represented by two organisations, the amount each agency has to contribute will be reasonable.

A website is being developed but it is only early days on this.

Chris Hurren of Deakin University gave an update on the latest quarterly round of testing results. These results are not yet finalised but Chris was able to also report on the completed results from the first quarter. The results are mixed, with some garments performing well and others not so well. Many of the garments could improve their ratings by relatively small changes to their construction.

Unfortunately, letters to the relevant manufacturer/importer of the tested garments have been delayed as the changes to the equations that determine the star ratings are yet to be approved. It is important that these letters go out as soon as possible so the relevant manufacturer/importer is able to act on the suggestions on how to improve their garments.

The glove-testing machine is now operational and the first test results will be available in early 2018.

Liz de Rome gave a paper on the 5-Star Rating Scheme at the recent Road Safety Conference in Perth. She also gave a presentation at the US

Transport Research Board Annual Meeting in Washington in January, so the scheme is getting international exposure.

Several clothing manufacturers are interested in hiring the Deakin University laboratory for a day or half-day to test their products. It is encouraging that they are doing this as it will result in better products being made available.

The next Moto-CAP meeting will be on 7th March at Deakin University, Geelong.
Brian Wood

GRADUATED LICENSING SYSTEM REVIEWED

Many of you will be aware of the meetings of the Motorcycle Reference Group called by the then Minister for Road Safety, Chris Picton, in December and January. In December stakeholders were asked to make suggestions on how to reduce the number of motorcycling fatalities, in respect of the 24 deaths in 2017. Among the suggestions, it was determined that the Graduated Licensing System (GLS) should be reviewed and changes considered.

A GLS is a countermeasure that has been successful in reducing the risk of crashes among novice drivers. A GLS works by imposing restrictions on novice riders/drivers and gradually lifting them as the riders/drivers progress through the different phases of the system. In this way, riding/driving experience is obtained initially in conditions of low risk, with more challenging conditions only encountered once a rider/driver has reached a particular level of experience and maturity.

The Centre for Automotive Safety Research (CASR) has been researching a revised GLS for quite some time. CASR presented its research and recommendations for proposed changes to the GLS at the MRG meeting held on 29 January 2018. The report is titled '*Recommendations for a Graduated Licensing System for Motorcyclists in South Australia*'. Members were invited to ask questions and make some initial comments.

The Minister publicised the CASR report and sought feedback from MRA members and SA motorcyclists via email by February 7.

Continued on P.11



2018 RIDDEN ON RIDE REPORT

The Ridden-On Ride was held on the 8th April and was well-attended. This event gives riders the opportunity to remember friends and family who have passed on, often as a result of a motorcycling accident. The start saw over 65 riders taking part, big enough to have the traffic lights break up the group as we headed south. We had a warm day this year, a pleasant change from the usual mist or rain we have been accustomed to.

SAMRATS ride leader Ken delivered the usual ride address and confirmed that proceeds of the day would be donated to the Royal Flying Doctor Service. A commemorative badge was available to be bought on the day and was worn with pride by attending riders, helping us to achieve our goal.

The ride departed on time and headed through the southern suburbs to Myponga for a quick stop to re-form the group and take a few more photos. The run into Second Valley was smooth and patches of cooler air were refreshing. A short walk in the sunshine down to the jetty and around to the cove had us enjoying the lapping of the waves at the rocky shore.

Trevor spoke to the group recognising our commitment to remembering those who have ridden-on, and we were given a chance to call out those names foremost in our minds. Riders took the opportunity for a few quiet moments before making their own way home or heading on down to Victor Harbor for lunch via the Delamere road on a beautiful South Australian autumn day. Thank you to those who supported the event and/or bought a badge.

Graeme Rawlins

GL 1800 AIRBAG RECALL

Drivers and riders are strongly urged to check whether their motor vehicle has been recalled to replace faulty Takata airbags. These recalls affect a large number of car makes and models and a small number of motorcycles.

The ACCC has made the recall compulsory due to the lack of support in the trade and response from owners for a voluntary recall. Three motorcycle models make the list, being varieties of the 2012–2015 Honda GL 1800 GoldWing.

A Motorcycle Riders' Association of South Australia Event
25th

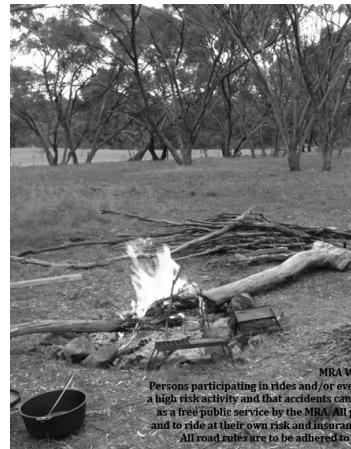
Great Escape Rally

25-27 May 2018
Near Marrabel SA

mra

19km North of Kapunda - look for the signs. Turn west off Burra Road onto Riverside Drive, continue on Murrays Road, total of 3km of good dirt road to the campsite. This is a back to basics rally. We supply toilets, shade, firewood and water. BYO everything else. Counter meals are available from the Marrabel Pub 7km from the campsite. This annual rally has been held since 1994, we look forward to seeing you there. Badges \$12, or \$10 for members.

Enquiries: Phone Harald 0421 289 714



Murrays Rd

Riverside Rd

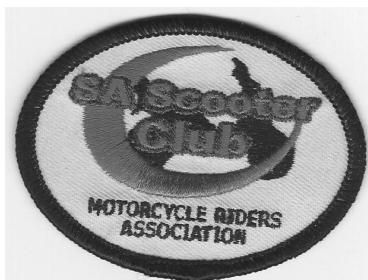
2 min
2.5 km



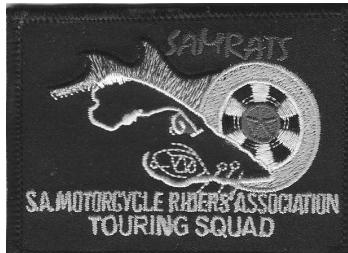
4.6km to Marrabel
19.4km to Kapunda

Lightning River

MRA WARNING AND DISCLAIMER
Persons participating in rides and/or events organised by The MRA are reminded that motorcycling is a high risk activity and that accidents can and do happen. The organisation of this event was conducted as a free public service by the MRA. All participating riders of this event are expected to be licensed and to ride at their own risk and insurance policies. All machines must be registered and roadworthy. All road rules are to be adhered to and any form of unruly behaviour will not be accepted.

SCOOTER CLUB RIDE CALENDAR

The Scooter Club has regular rides on the 3rd Sunday of every month, meeting at 9.30 a.m. for a 10 a.m. departure. The June ride is a special SAS birthday ride meeting at Hungry Jack's on Anzac Highway at Keswick, destination to be announced. Check the SAS Facebook page for more details as they come to hand.

SAMRATS RIDE CALENDAR

Sunday rides leave at 10 a.m. except 27/5 leaving at 9.30 a.m.

Departure	Meet at	Destination
22/4	Crafers Deli	Yankalilla
6/5	BP Evandale	Clare
13/5	Crafers Deli	Goolwa
27/5	Civic Pk Modbury	Wallaroo
10/6	Civic Pk Modbury	Williamstown
24/6	Crafers Deli	3 Ferries to Mannum

VALE BILL (SKOOTA) HAMILTON

Sad news: our friend Skoota passed away on the 5th March, 2018. I last rode with Skoota on 19 November 2017 and it was great to see him enjoying his passion for riding. Skoota contributed to the MRASA giving his time through committee positions and always lending a hand at events. He contributed to the SAS family and will be sadly missed. Sincere condolences to his family from the MRASA. Ride on, mate.

Graeme Rawlins

RETURNING RIDER COURSE

RIDERSAFE runs a course for returning riders. These are riders who have put away their helmet and sold their bike because of changing life circumstances, e.g. family, partner, finances, overseas travel etc. You name it. There are lots of reasons to change lifestyles.

Then one day the desire returns – kids are grown, got spare cash on hand, got rid of the wife or hubby who doesn't like bikes, maybe a mid-life change is needed or you just want to rekindle a relationship with your younger self. So you buy a new rocket and hit the road. Or do you?

Maybe it's time to take stock. Are you as fit as you once were? Are your reflexes still razor sharp? Is the powerband on the new bike anything like your last ride? Has the traffic changed since you last rode? Are the road rules concerning bikes still the same? Are there still wankers out on the road trying to get you? The only 'yes' answer you can be confident with is the last question.

The RiderSafe course answers these questions and more and provides you with some tools to keep you alive. So before you venture out think about doing the course. It's designed to refresh your riding skills and techniques and build your awareness of what it's like on today's roads as a vulnerable road user. It's only \$116 for a half-day at St Agnes or Murray Bridge and it could save your life.

For more information and bookings call RiderSafe on 1800 018 300. There is also information at <http://mylicence.sa.gov.au/my-motorcycle-licence/returning-to-riding>.

Tell a friend who wants to return to riding about the course.

RIDER SAFE

Returning Rider Course



What
You
NEED
to
Know

OUTBACK HIGHWAY ENCOUNTER

by Graeme Rawlins

The editor and I embarked on a quick trip north over the Easter weekend. There were a couple of dirt roads that we have had on our list for some time. We were hoping to make it further but time didn't permit on this occasion. After enjoying many roads through the Flinders Ranges, we stopped the night at the Farina Station campground just off the Outback Highway (south of Marree).

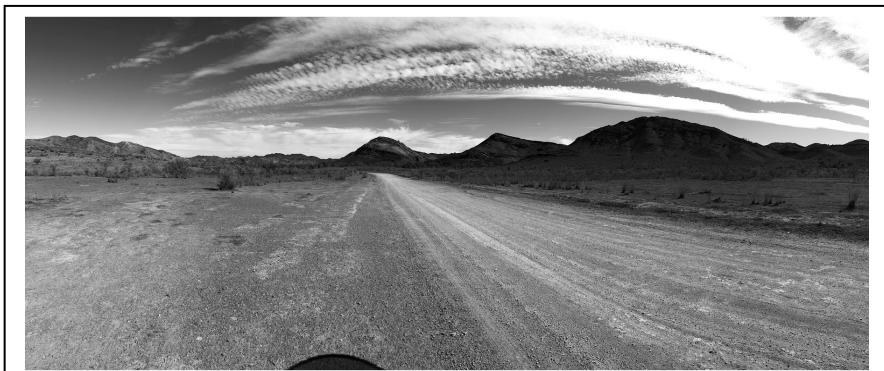
I have never been north of Blinman, so this was a chance to experience more of our spectacular Outback. We stopped at Lyndhurst for a photo in front of a sign for the Strzelecki Track, another ride teasing my schedule. Pushing north the road soon turned to dirt as our shadows grew longer and the trees vanished completely. Just before the bitumen resumed we turned into the campground to find a number of campsites preparing to toast the approaching sunset. We set up camp, cooked dinner and sipped a well-earned red under the stars.

With a good 600km ahead of us to get home, missing the convoy of cars returning from Yorkes was a priority. An early start had us heading south over sealed floodways, with the predominantly rock-strewn dirt road becoming easier to manage. We cruised through Lyndhurst back onto the bitumen and picked up speed. The flat, almost treeless landscape is criss-crossed with flood plains where the road dips down to allow floodwaters to cross and where abundant plant life is patiently waiting for the next deluge. Spotting kangaroos, goats, emus and eagles in these isolated oases was not difficult.



We had travelled 122 km south of Farina and were navigating one of the floodways. Keeping a safe distance behind I watched IT unfold. An emu ducked out from behind some bushes not far in front of Harald, stopping dead in its tracks just left of Harald's wheel track. Harald's brake lights ignited as the front shocks worked hard. They both propped and eyeballed each other, questioning who was going to occupy the anticipated shared spot of bitumen. The emu rolled the dice and stepped into the collision zone and moved out just as Harald lurched by, missing his tail by inches. The confused emu tripped and fell onto the tarmac in the approaching lane, legs in the air, still running. The emu twisted and wrestled the air with his feet and eventually righted himself to trot off into the bushes, wondering what just happened.

Harald had slowed, checked his mirror and mistook the rotting carcass strangely just metres from the event with the since-departed emu. He wondered how a missed collision caused that death. Did that emu die of fright? So Harald did a U-bolt to revisit the scene. We both ended up stopping and having a rest while watching emus



wandering off into the distance.

We continued riding, making it home in good time, incident-free and looking forward to exploring more of the Outback and camping under the stars.

*(Farina track photo by Graeme Rawlins.
Emu on Bike artwork courtesy of John Murray.
Visit his website <http://johnmurrayart.com.au/> for more great Aussie paintings.)*

MRA DISCOUNTS These businesses support the MRASA by providing discounts to MRA members.			
ASI Motorcycles	Discount on request	8326 2800	48 O'Sullivans Beach Rd Lonsdale
Bridgeland Motorcycles	Discount on request	8532 5722	145 Adelaide Rd Murray Bridge
Coast Yamaha	Discount on request	8382 5581	212 Main South Rd Morphett Vale
DA Motorcycles	Discount on request	8281 8933	1758 Main North Rd Salisbury Plains
Eye 4 Airbrush	10% discount	8284 5393	24 Rammet Circuit Munno Para West
Gawler Motorcycle Centre	10% discount on accessories	8522 7700	Lot 1 Main North Rd Evanston
GC Motorcycles Prospect	\$5 on tyres	8344 7888	122 Main North Rd Prospect
GC Motorcycles Melrose Park	Discount on request	8371 4699	947 Main South Rd Melrose Park
Gilbert & Mattner Lawyers	10% discount	8233 3661	32 St Helena Place Adelaide
Honda World / BMW Adelaide	10% parts & accessories	8374 2299	1075 South Rd Melrose Park
K & M Motorcycles	10% parts, accessories & w/s 10% new products, 20% repairs. All Aussie leather	8234 1090	10 Deacon Ave Richmond
Ken Oath Leather Goods		0417 713 523	3 Cranbourne St Elizabeth Park
Kessner Suzuki	10% parts and accessories	8261 9955	320 North East Rd Klemzig
Motorcycle Parts & Gear	Discount on request	8562 4725	33 Railway Tce Nuriootpa
Motorcycle Revolutions	Discount on request	8371 4448	855 South Rd Clarence Gdns
Pro Street Cycles	Discount on request	8359 4449	494 Main North Rd Blair Athol
QBE Insurance	Ring for a quote	0392 462 761	
Redline Exhausts	Ring for a price	8277 0311	8 Coongie Ave Edwardstown
Shannons Insurance	Ring for a quote	13 46 46	
Victor Motorcycles	10% on genuine parts & acc	8552 3601	14 Adelaide Rd Victor Harbor
Walden Miller Clothing	10% bring the advert	8374 3884	40 Furness Ave Edwardstown
Yamaha Pitmans	Discount on request	8260 9200	420 Main North Rd Blair Athol
Yamaha Retro Spares	5% tyres, 10% services	8340 1970	115 Regency Rd Croydon Pk
Yamaha World	Discount on request	8297 0622	949 South Rd Melrose Park

ROAD HAZARDS FREECALL NUMBER : 1800 018 313

Useful Links

Metro and Country Roadworks from Transport SA. http://www.transport.sa.gov.au/quicklinks/metro_country_roadworks.asp

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

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

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

Road Crash Reports by month in SA from DPTI http://www.dpti.sa.gov.au/roadsafety/road_crash_facts/sa_crashes

Road Statistics from SAPOL. http://www.sapolice.sa.gov.au/sapol/road_safety/road_statistics.jsp

Road Crash Statistics from Australian Transport Safety Bureau.

Continued from p.7

Proposed Changes to the GLS in South Australia - 1 February 2018

Many members offered their contributions to the MRASA regarding the proposed changes to the motorcycling GLS. The MRASA submission contained responses formed from the majority of opinions, and we recognise that not all viewpoints can be represented in one answer.

To this end the MRASA has an appointment with the DPTI to discuss our responses in detail and to highlight where a compromise was met. There are many views out there, and we have a chance to represent the views of all members who contributed.

In summary, the public consultation period has closed, and while we are continuing discussions with DPTI we remain hopeful that the new minister will continue with open discussions to decrease road fatalities and injuries of motorcyclists (and all road users) in South Australia.

In case you are still catching up with the discussions and proposed changes, you can find more information on the MRASA website.

MRASA members are always welcome to send in their opinions in writing: use our contact page to send comments in writing to the Road Safety Officer.

MRA COMMITTEE

President – Graeme Rawlins	0419 832 384	Toy Run Coordinator – Harald Lindemann	0421 289 714
Vice-President – Ebi Lux	0418 800 362	Scooter Club Coord – Frank DeFrancesco	0412 937 606
Secretary – Cathy Lux	0408 853 380	4Bs Coordinator – Greg Janzow	0400 056 056
Treasurer – Harald Lindemann	0421 289 714	Webmaster – Graeme Rawlins	0419 832 384
Membership – John Withall	0414 600 028	Public Officer – Harald Lindemann	0421 289 714
Road Safety – Ebi Lux	0418 800 362	AMC Representative – Ebi Lux, Graeme Rawlins	
Stock Controller – Amanda Lock	0434 578 595		
Centrestand Editor – Harald Lindemann	0421 289 714		
Minutes Secretary – Vacant – currently floating			
Register Liaison – Cathy Lux	0408 853 380		
SAMRATS Coordinator – Ken King	0401 866 037		
<u>General Members:</u> Tracy and Craig Hughes, Greg Janzow			
Note: 5 General Member positions for the Committee remain unfilled and will be appointed by the Committee. If interested contact Graeme or Cathy.			

Mid-North Register Committee

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

Motorcycle Riders' Association of SA Inc. MEMBERSHIP APPLICATION FORMNew Member: or Renewal Membership No.

Name: _____

Address: _____ Postcode

Telephone _____ Mobile _____

Email _____

Join mailing list/s? SAMRATS Scooter Club Birthdate Occupation _____Gender M / F Blood Donor? Please send info Do you ride a Motorcycle Scooter Other If family membership, 2nd cardholder name _____Member of: Mid North South East RegisterOther Clubs? Details: _____**Do not send Association magazine** *I agree to abide by the Articles, Rules and the Constitution of the MRASA Inc.
(Copy of the constitution available from the website or the Secretary)*

Date ____ / ____ / 2018 Signature _____

MEMBERSHIP FEES: CIRCLE ONE**Standard**

Individual	Family	1 Year
\$25	\$35	
\$48	\$67	2 Years
\$72	\$99	3 Years

Concession

Individual	Family
\$21	\$29
\$40	\$55
\$60	\$83

Payment by: Cheque Money Order or debit my Visa MasterCard - - - -

Amount \$ ____ - 00 Expiry date ____ / ____

Name as printed on card _____

Signature _____