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June 2021



THIS ISSUE

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ROAD SAFETY WORKSHOP

FRENCH LANE SPLITTING

BLACK ART RACING

CYCLISTS PASSING RULE

VALE: CRAIG ELIX

M/C INSURANCE

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MOTORCYCLE RIDERS'
ASSOCIATION OF SA INC.

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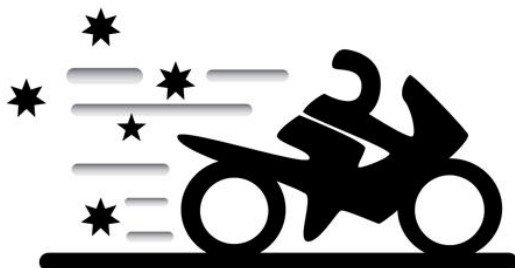
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COVER PIC: Black Art Racing at Lake Gairdiner SA courtesy BAR

COVER DESIGN: Arwen Lindemann

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Australian Motorcycle Council Inc.

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

EDITORIAL

We've often written about rider training and the government's response to it in these pages and will continue to do so as there never seems to be a suitable solution put into practice.

The State Government has been slow-footed in re-establishing the Motorcycle Reference Group (MRG), which consists of experts from the community and industry, to advise them on this and other motorcycling issues. It hasn't met since June 2018 in spite of constant urging from members of the group including the MRASA.

Maybe the Minister doesn't want to hear what the group has to say. Instead, a report on the future of rider training in South Australia was commissioned with accountancy firm KPMG. This report was delivered to the government in October 2020 and has been sat on until a summary was leaked to the opposition recently.

The report is mainly fiscal in nature. It's really a cost-benefit analysis of different options from keeping the status quo to privatisation. The recommended option is to retain Ridersafe with additional centres and include an on-road training component. To remain cost neutral Ridersafe would need a fee increase of around 70% bringing the cost of the basic course from \$727 to \$1,011. This is despite making a profit of \$800K in 2019/20 and \$900K in 2020/21.

The report recognises that Ridersafe is in need of upgrading, which includes registration technology updates, modernising their training motorcycle fleet and training materials and by implication retraining instructors to best practice and relocating the St. Agnes training site.

Very little is mentioned on how these recommendations will deliver improved training and safer learner riders on the road. The report is focussing on how to make the service pay. If rider training is important to the government then how about a report that looks at how we can put safer, more knowledgeable riders on the road and includes consultation with experts from the community like rider trainers and which treats the program as a service the government is obliged to provide like many others in our community. (*Read KPMG report on p.13*)

Ride safe & stay upright, Harald

VICE-PRESIDENT'S REPORT

The MRASA, like most other formalised groups, urgently requires its members to take an active part in the decision making process of the organisation. For many years we have been at the forefront of political activism, lobbying governments and public servants in the interests and needs of motorcyclists.

Advocacy is very much cyclical. There is a hive of activity at the beginning of any campaign, masses of enthusiasm, followed by a gradual realisation that a lot of hard graft and effort is required to finish the job. In between active cycles, there is a need to keep in touch with your contacts at all times. Governments and their departments change continually. The contact made yesterday can be altered tomorrow. Politicians and public servants need to trust you and trust, as we all know is earned, not given.

Therefore, to the many people saying 'what is the MRASA and other lobby groups doing' we need to reply "continuing to work on your behalf without the visible presence."

More importantly, now is the time the current committee needs your active support. Too many of us are doing multiple jobs. Make your organisation more effective by being an active participant. Take part in making decisions, guide the organisation. Don't be the one who complains about what we appear not to be doing. Be active, be positive.

There are many anti motorcycling forces out there nibbling away at your right to choose your form of transport. Increased costs in getting a motorcycle licence, delays in being able to apply for a licence, road safety advertising pushing the risks of riding creating negative mindsets all set up the stereotype of extreme danger in riding. Only with your active support can we continue to fight against the prejudice, only with your help can we protect your rights as a motorcyclists.

Join the committee and make your voice heard.
Make a difference for all motorcyclists

Ebi Lux Vice President

ROAD SAFETY WORKSHOP

The MRASA will be holding a Road Safety Workshop at the MSA Hall at 251 the Parade, Beulah Park on Sunday 25th July from 1-4pm.

The aim of the workshop is to canvass opinions on a number of road safety topics with a view to informing the MRASA Committee on current concerns that members have and how these concerns may be managed. It is expected that the outcomes of the Workshop will assist the Committee in developing policies and position statements in a number of areas.

The core thrust of the workshop will be to consider Rider/Driver Education.

Topics covered will include :

- 🏍️ Learner Rider training
- 🏍️ Ongoing Rider Training
- 🏍️ Road User Education
- 🏍️ Online Road Rule Refresher Course for license renewals

All members are invited to attend. Expressions of interest from non-members will be considered if numbers permit. Please contact the Secretary at secretary@mrasa.asn.au if you are interested in attending

Covid-19 health protocols will be followed.



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MRASA NEWS

General Meeting The next General meeting of the MRASA will be held on July 19 at 7pm at the MSA Clubrooms 251 The Parade, Beulah Park from 7pm. All members are urged to attend.

Blood Runs Cancelled The MRASA Blood Runs have been going for more years that I can remember. Attendance has been down for many years and many of our donors donate at times at odds with our designated days, so we have decided to discontinue the runs. But we will still be donating, just in our own times. And we encourage everyone who medically can to donate – every three months for whole blood and every fortnight for plasma. You might save three lives with every donation.

These days donations at the Lifeblood centres are by appointment only at Lifeblood Centres at Grenfell St. City, Modbury, Port Adelaide, Oaklands Park, Noarlunga and mobile units at Gawler, Elizabeth, Mawson Lakes, Adelaide Airport, McLaren Vale and Mt. Barker.

The number for all appointments is 13 14 95 or go to www.donateblood.com.au for online rego.

Motochat Since the recess over Christmas and New Year we have been having a lot of fun on Motochat. Guests and topics have included: the



SA Adventure Riders Club, Debra Geertz - First Aid for Motorcyclists, Barry Hunt - Honda CB750s, the Z-Owners' Club,

Levis Club - the Sellick's Beach Historic Motorcycle racing, Moto Guzzi Club - the 100th Anniversary of Moto Guzzi, Comedian Ross Noble, Motocap, Kim Krebs - Speed Week, the new online magazine Madam Rider Australasia, Vincent Tazia the SA Minister for Emergency Services and Lee Odenwalder the Opposition shadow Minister for Road Safety.

Selected interviews have been posted on the MRASA website www.mrasa.asn.au and are available as downloads if you missed the shows.

Memberships The MRASA is in the process of upgrading the website and the online joining and membership renewal form so you won't be able to join or renew online. Go to the Webpage and click on **Membership** to see current options for joining or renewing. It's easy as.

BE ADVISED

Avoid crowded spaces – Ride motorcycles.

Do not use public transport – Ride motorcycles.

Well ventilated spaces are virus free – Ride motorcycles.

Protect your nose and mouth – Ride motorcycles.

Recommend use of gloves – Ride motorcycles.

Try not to touch contaminated surfaces – Ride motorcycles.

Avoid hand shaking- do not remove your gloves when getting off your motorcycle.

Keep a safe distance from people who cough and sneeze – Ride motorcycles.

Maintain a positive and prudent attitude – only way to ride a motorcycle.

THE CROWS LOSE AGAIN

The NSW Police have found a large number of dead crows on the Sturt Highway just outside Wagga Wagga recently and there was concern that they may have died from Avian Flu.

A pathologist examined the remains of all the crows, and, to everyone's relief, confirmed the problem was NOT Avian Flu. The cause of death appeared to be from vehicular impacts. However, during analysis it was noted that varying colours of paints appeared on the bird's beaks and claws.

By analysing these paint residues it was found that 98% of the crows had been killed by impact with motorbikes, while only 2% were killed by cars.

The investigators then hired an Ornithological (Bird) Behaviourist to determine if there was a cause for the disproportionate percentages of motorbike kills versus car kills. The Ornithological Behaviourist quickly concluded that when crows eat road kill, they always have a look-out crow to warn of danger.

They discovered that while all the lookout crows could shout "Cah", not a single one could shout "bike".

FRENCH LANE SPLITTING

French Lane Splitting Experiment Leads To More Accidents

A lane splitting experiment showed ‘disappointing’ results, according to road safety experts, but they see the need for a second, more in-depth experiment.

A five-year experiment in 11 French departments, allowing motorcyclists to filter between lanes of slow moving or stopped traffic, will end on Sunday 31 January 2021. Filtering – or lane splitting – was never officially regulated by French law, but is tolerated.

The experiment, according to road safety experts, showed ‘disappointing’ results. CEREMA (the Centre for Studies and Expertise on Risks, Environment, Mobility and Planning), in charge of assessing the experiment, has submitted its report to the Interministerial Delegate for Road Safety (DISR). This report shows that the accident rate of motorized two-wheelers increased by 12% on the roads where the experiment took place, while it decreased by 10% on the other roads of the departments concerned.

Marie Gautier-Melleray, Interministerial Delegate for Road Safety, said: “The aim of this experiment was to reduce the accidents of motorised two-wheelers by framing the practice of lane splitting in the departments concerned. However, the result is not up to our expectations since the ratio of accidents on the experiment’s networks compared to other networks has increased significantly in one zone and is increasing slightly elsewhere. A new experiment, with appropriate rules, could therefore be envisaged in order to ensure the safe continuation of this practice.” A second, more in-depth experiment should include the widening of the geographical areas concerned, new traffic rules, an automated data collection methodology, adapted and continuous communication to perfect the education of all road users on the subject.

According to the CEREMA report, the experiment has strengthened the knowledge about filtering, notably through the training of young drivers. The filtering by motorized two-wheelers with the rules of experiment, was well accepted by other road users.

French motorcyclists’ organization FFMC has been involved in the experiment from the start and was one of the organizations that helped set up guidelines for lane splitting. Eric Thiollier, board member of FFMC, says: “The behaviour and the safety records improved significantly during the five year period of the experiment, showing that setting rules had a positive impact, although not enough to be satisfying. The increase in accidents could also be linked to the fact that more powered two-wheelers were lane splitting.”

FFMC regularly reminds riders that filtering will only work if everyone takes their responsibility. To help improve riders’ skills, FFMC have even made an instructive video.

Written by Wim Taal Courtesy FEMA Jan 2021

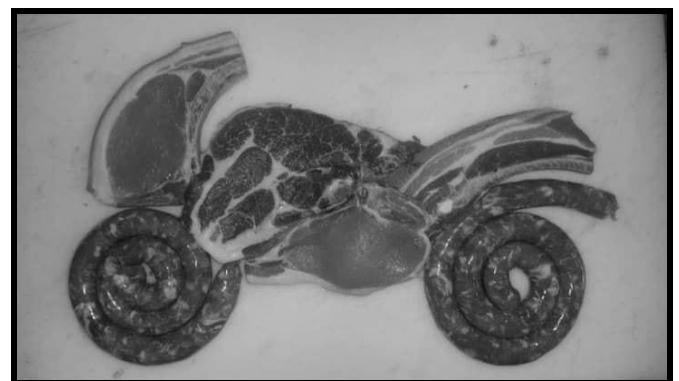
MRASA ACHIEVEMENTS

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

- 🏍️ 1981/82 Protest Rides to Parliament House to raise awareness of anti ‘Lights On’ campaign.
- 🏍️ 2016 Organised off-road adventure riding skills course.
- 🏍️ 2017 Printing and distribution of helmet stickers “At Accident Scene Only Remove Helmet if Not Breathing Properly”.
- 🏍️ 2018 Started Hosting Coast FM Motochat
- 🏍️ 2019 MRASA Road Safety Submission to SA Government.
- 🏍️ 2019 MRASA submission to Infrastructure SA contributing to their 20 year infrastructure strategy.

For more go to:

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



Biker BBQ Pack

THE NEED FOR SPEED

Kim Krebs, along with her partners Jim Higgins and Greg Watters are the Black Art Racing team that seek the rather elusive goal of travelling 200+mph in a straight line across salt flats on hand-built motorcycles.

Their achievements are incredible considering that they all have jobs and work from their garages to prepare their bikes.

Greg Watters is the first (and only) Australian motorcycle land speed racer to gain an SCTA licence for speeds over 250mph; Kim Krebs is the fastest female on a sit on motorcycle ever in 2016 and the first Australian woman to set a record over 200mph (244mph); and Jim Higgins achieved the 200mph at Lake Bonneville after missing the average required on the two previous runs by 1/10th of a mile per hour.

Kim is philosophic about her records. She says that they are only temporarily borrowed until someone else comes along to borrow them. They become milestones in her racing career.

Only six people have ever gone over 200mph on a 750cc bike – Black Art Racing accounts for half of that elite group. The team also boasts the world's fastest 750cc bike and has done since 2008.

They have raced at Lake Bonneville in Utah, Mojave in California, and Lake Gairdiner in South Australia.

So what drives this select group of men and women to travel at “stupidly fast” speeds to nowhere.

“There is nothing to compare with motor cycling and I'm sorry for those poor people who cannot indulge in it. It is wonderfully exhilarating and it is impossible to describe the glorious sensation that one gets when travelling on a speedy machine. I'm glad I've got a motor cycle and I don't think I'll ever give it up”

Miss Jane Queain- 1910

(Quoted in Fast Women by Sally-Anne Fowles Angus and Robertson 2017)

“Speed is every man's right.”

Honda Ad Campaign 1977

Here are some reflections of the feelings of a young woman on her first ride at Bonneville Salt Flats on an unmodified 1977 Moto Valera 650 Supersport twin.

“Speed was a causeway between life and death and you hoped you came out on the side of life.”

*Rachel Kushner - The Flamethrowers 2013 p. 13
Harvill Secker London*

“Beep, beep, beep. I was off.

I moved through the gears and into fifth. The wind pushed against me, threatening to rip my helmet off, as though I were tilting my face into a waterfall. I hit 110 on my speedometer and went low. The salt did not feel like a road. I seemed to be moving around a lot, as if I were riding on ice, and yet I had traction, a slightly loose traction that had to be taken on faith. I was going 120. Then 125. I felt alert to every granule of time. Each granule *was* time, the single pertinent image, the other moment-images, before and after. Lost, unconsidered. All I knew was my hand on the throttle grip, its tingling vibration in my gloved fingers: 130, 138. Floating Mountain hovered in the distance, a mirage at its skirt. Hazy and massive. Whatever happened, it would watch but not help. You could die.

My left hand was cramping from tension. I slowed to 120 and lifted it off the grip steering with my right hand. I felt the wind through my deerskin glove, heavy and smooth like water. Wind gets thickest just before an airplane breaks the sound barrier. The sound barrier is nothing but air, an immense wall of wind. Was wind one thing or a thing of many parts, millions and millions of parts? It was one thing, one wind.

I tucked in and pegged the throttle. The salt stretched out in front of me. I was going 142 miles an hour now. Two oil lines painted on either side of me marked the track, with a third down the middle. I flew along the centerline. I was going 145 miles an hour. Then 148 [238kph]. I was in an acute case of the present tense. Nothing mattered but the milliseconds of life at that speed.”

Rachel Kushner - The Flamethrowers pp. 29-30

<http://www.madamrideraustralasia.com>

<http://blackartracing.com/>

FUELS UPDATE

Here's some information that hopefully, will give you a better ride.

- 🛵 All fuels are essentially the same and operate within legally specified boundaries. There is very little variation between brands.
- 🛵 Octane ratings may vary. For example, 91 fuel may have an octane rating as low as 85 depending on the fuel quality and age. A higher rating fuel gives a better guarantee of a higher octane fuels for modern bikes.
- 🛵 Today's unleaded fuel has a shelf life of around 60 days. After that the octane rating will degrade and can't be guaranteed. So think about where you fill up, especially on long trips.
- 🛵 Petrol stations that may be discounting fuel when others are not may have bought cheaper fuel that is made from the dregs of the tankers and may include a number of impurities that the higher quality fuels will not have.
- 🛵 Our info is don't use ethanol-based fuels in bikes. It may be more expensive but using a higher octane fuel will give you a cleaner fuel system and probably better mileage.
- 🛵 In NSW all fuel has some ethanol in it due to government mandates so it is advised to take along an additive which will neutralize the ethanol. It makes for a more expensive ride but your engine will thank you for it.
- 🛵 When fuel tanks are repaired the tanks are sealed with a plastic-based sleeve. If fuel with ethanol is used in the tank the ethanol can degrade the plastic which then turns into a sludge can gum up carbies and jets. This may lead to expensive engine damage.
- 🛵 Claims of engine cleaning qualities of fuel are just hype. No independent studies have verified any such claims by fuel companies.

TRAVELLERS TIPS

Recently we took a trip to Kangaroo Island

The first thing to be aware of is, the island has a lot of dirt roads covered with marbled rocks. For the inexperienced or confirmed road rider, leave the bike at home, hop in the car and have a great time.

Kangaroo Island is a holiday paradise if you enjoy the low paced scenic trip. Its night-life is almost non-existent, but the opportunity to see and experience natural beauty is endless.

If you enjoy wineries, make sure you visit them all. The cooler climate wines are fantastic and a welcome addition to any cellar.

Don't expect five star silver service at any of the island restaurants or pubs. Meals are honest good value pub fare. We ate at the Penneshaw Hotel, Parndarna and Queenscliffe Hotel. I don't think you will be disappointed with meals at any of these pubs. Whatever you do, check for closing times as some places may close if there are no patrons.

Dotted along the coast are many small settlements. Each offers a different type of food experience. My favourite by a bees whisker was the Rock Pool Cafe at Stokes Bay. We tried a trio of home baked cakes accompanied with a glass of local Cab Sav. Others tried servings of seafood. Judging by the number of people at the cafe its reputation and recommendation is well deserved. We can't wait to get back there either.

Lastly, whilst our international borders are closed, the lack of tourists on the island made it the perfect place to be. I have never been really comfortable in large crowds and at the moment, Kangaroo Island is my ideal holiday spot, isolated, beautiful and peaceful. Also, remember Kangaroo Island has had a double whammy, raging fires followed immediately by Covid lockdowns.

Now is the time for Australians to spend their money on Australian Holidays and I can certainly recommend a very relaxing holiday on Kangaroo Island just a stone's throw from Adelaide.

Ebi Lux

CYCLIST PASSING RULE

We are all familiar with the rule that drivers must give cyclists a one metre safety buffer (or 1.5 m in over 60kph zones). In doing so (especially if the cyclists are riding two abreast) drivers have a good chance of crossing the centre line, which, in many instances, is a solid or a double white line. This rule also provides drivers with the allowance to cross the centre line into the opposite lane while passing the cyclists *“if safe to do so”*.

On April 26 of this year this rule came into effect in Victoria which is the last state in Australia to pass this law. This now means that wherever you travel in Australia you face the risk of being knocked off your bike by oncoming traffic passing cyclists because the driver has deemed it *“safe to do so”*.

The MRASA and other motorcycling groups around Australia have argued against this rule ever since it was first mooted, and not without just cause. It was argued at the time that some motorists would ignore the ‘safe to do so’ clause or would not be competent to make that clear judgement at the time. Others would treat the clause as carte blanche to ignore the solid/double white line rule. Nothing has made us change our opinion about that.

There have since been a number of crashes involving a motorcycle and another vehicle due to the misuse of this rule. Motorcyclists also give evidence of near misses due to the same, especially on hills roads.

The crash data due to this type of crash becomes problematic as the cyclists involved are not actually involved in the crash, may not be witnesses or may not even be around by the time the police investigation occurs. The crash becomes a two vehicle accident without involving the cyclists giving the ultimate impression that the rule is working.

The RACV campaigned for 18 months for the new rule to become law. An organisation spokesman claimed that the importance of the law came down to safety, as 13 cyclists were killed on Victorian roads in 2020 and 11 in 2019.

Ironically he also said “Safety is paramount here. ... We all need to share the road in a safe way and this rule will help make it safe.”

It was predicted that this would not be a safe rule for motorcyclists and this has been borne out. The law needs to be reassessed in all jurisdictions. The principle that it is alright to legislate to protect one group of road users at the expense of another group is simply wrong.

This is a dangerous law for motorcyclists and there has not been any discussion regarding the responsibility of cyclists to do their bit to ensure that their presence on the road does not disadvantage other road users. There is no requirement for cyclists to move to single file or to move to the extreme left when approached from the rear by traffic in order to give motor vehicles the ability to use the maximum space in their lane. Many cyclists readily ride two abreast and in groups, seemingly without regard for the space needs of other road users.

Motorists already readily discount the presence of motorcyclists on the road, make little allowance for them or just don’t see them because they are not looking out for them (SMIDSY).

The principle behind the solid white and double white lines is that it is unsafe to cross or overtake where they are placed. Road authorities go to a lot of trouble to determine just where these lines are to be placed. They assess road curvature, incline and decline, road width, road furniture and shoulder condition and anything else which might compromise the site safety for motorists before coming to a decision.

If it is safe to ignore the rule when passing cyclists then surely there are times when it is safe for motorists to pass each other across the solid and double white lines when in the driver’s opinion it *“is safe to do so.”* There really is no difference. The law gives the motorist the ability to counter a traffic safety convention. It is not surprising when the law itself is the cause of a tragedy.

Harald Lindemann



DIT: MRASA PARTNER 2020/21

MOTORCYCLING - INVISIBLE AND VULNERABLE

Motorcycling is a passion, once embraced, becomes a way of life. We speak of freedom, a thrill, a sensory experience not achievable in most other forms of transport. The sense of achievement in completing a good ride is only known to other motorcyclists. A good ride is not a fast ride but one where you were smooth, the corners were clean, the gear selection was perfect and you were in control of the bike the whole time. There were no risks taken, you did not endanger anyone and certainly you did not attract the attention of the law. That is the dream. The reality is often very different.

Too often riders and drivers, forget they are part of a total traffic system. They forget their place within that system depends not only on their skill and awareness but on others perception of their presence and willingness to yield that space to them. **The first and only road rule we need is that it is our responsibility to avoid a collision.**

Motorcyclists often travel in a world where most other road users do not see them until to late. For some reason the average driver recognises objects the same size or bigger than what they are driving but are oblivious to smaller, objects such as motorcycles, push bikes and pedestrians. We scan the road for big objects and forget the small.

Very rarely will I complete a journey without having to take evasive action from someone who did not see me. Those people did not try to avoid a collision, they simply did not see me. Their reaction often says as much, a quick wave, an apology and Sorry Mate I didn't see ya. Sometimes in a small number of cases it's the opposite, I have to evade to protect my life, they are taking my space regardless. They have no concept of road sharing. It is theirs and everyone else must move to accommodate them. The reverse is also true.

We see some motorcyclists invading spaces where they should not be, car blind spots. Weaving in and out of traffic at speed. For a small, but persistent group, high speed travel appears to be their chosen right. They can and do cover distances in a very short time. By doing so they appear out of nowhere, they create their own invisibility, often to their detriment.

Being visible on the road is the motorcyclists greatest protection. We have no protective cage around us. If we fall or are pushed off our bikes we must hit the ground. At best it will hurt...a lot.

We wear protective gear but that has limited effect. The gear wear will protect me in the event of a slide for about 10 seconds, the padding will absorb some impact and the helmet will do both jobs for my head, to a degree.

However, I know I am vulnerable, my protection is limited. I need to avoid coming into conflict with hard objects. For my part, I do that by correct positioning. I leave space to take evasive action if necessary. I continually scan all around me for signs, suggesting vehicular change of direction.

That is me and the way I ride. There are very many like me. We remain inconspicuous because we ride carefully. My aim and that of my colleagues in the MRASA and most other road safety groups is to influence that small percentage of riders and drivers who firmly believe they have right of way at all times. We must get them to believe in the first and only road rule as well.

Ebi Lux

TOY RUN REPORT

The Toy Run Committee is working on the 2021 Toy Run as you read this. The type of Toy Run will very much depend on Covid rules in place at the time, so like 2020 we will be exploring all options. The Committee can always use more help so contact us if you can assist in some way or want to join the Committee.

Contacts for further information :

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

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

‘IT’S FOR THE KIDS’



2020 TOY RUN SPONSOR

CAN THE SOUND OF YOUR MOTORCYCLE SAVE YOUR LIFE?

Can the sound of your motorcycle save your life? MotoADN, Romanian motorcyclists' organisation decided to let science answer the question and set up a series of tests to find out how much of the sound coming from a motorcycle actually reaches the driver of a car. The tests were done in co-operation with the Politehnica University of Bucharest, the most important technical university in Romania, and environmental consultancy company Enviro Consult.

So, can the sound of a motorcycle save your life? To do this, the sound of the exhausts must be audible to the driver in the car. The sound of the motorcycle must be above the level of the background sound in the car, sound generated by the engine, music, conversations and air current when the car is driving over 60km/h.

In order to have an effect, the sound of the motorcycle must attract attention, i.e. it must be loud enough and it must be heard when the motorcycle is far enough away so that the driver of the car can react. We are not used to identifying the level of a sound, so it is important to have some reference elements. The normal noises that we are surrounded by every day are in the volume range 10-60dB (A). We are quite often exposed to sounds up to 90dB (A). Prolonged exposure to more than 90dB (A) is considered to be dangerous to the human ear and may be subject to occupational safety concerns. At a rock concert the volume is at 120dB (A) while exposure to sounds over 130dB (A), even for short periods of a few minutes, is a dangerous element that can affect the hearing system.

How did MotoADN perform the tests? The test consisted of comparing two data sets. One was the sound measured inside the car, generated by the operation of a motorcycle at high speed and the second was the background sound in the car when the music is turned off or when the music is at a medium volume – volume that allows conversations with passengers without problems. To simulate real situations, MotoADN measured the sound in the car when the motorcycle was 15 meters and 10 meters behind it, but also when the motorcycle was in the driver's blind spot and when the motorcycle was in front of the car. MotoADN also analysed the distribution of the

sound emitted by the motorcycle in front and in the back at various speeds, to measure the influence of speed on noise and how it is distributed in front and behind the motorcycle.

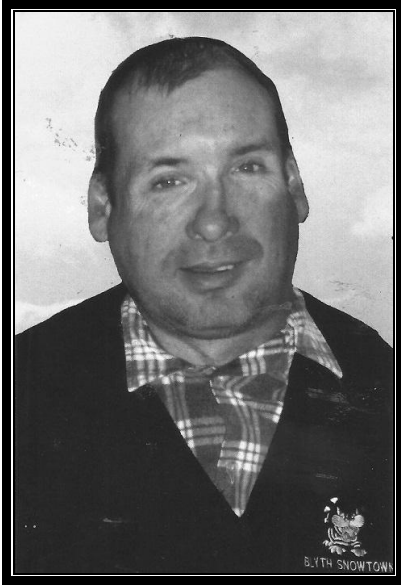
How is the motorcycle heard? The sound of the motorcycle measured in front of it is 5dB (A) lower than the sound measured behind the motorcycle. In the case of motorcycles with a very quiet exhaust, the engine sounds louder than the exhaust, so the sound measured in front is louder than that measured in the back. More than 15 meters away, none of the motorcycles in the test are heard in the car – even if the noisiest motorcycle in the test produced over 110dB (A). More than 10 meters away from the car, some motorcycles may be heard. But the sound is poorly noticeable with a small difference in volume from the background sound in the car. The sound is also heard in a low frequency zone – 200-400Hz, an area where the human ear has difficulty locating the sound source.

Conclusions

- A motorcycle cannot be heard in the car (in motion) if it is at a distance of more than 15 meters, no matter how modified the exhaust is and no matter the background noise in the passenger compartment.
- At distances of 10 meters from the car, a motorcycle (with a noise level produced above the legal limits) can be heard, but the sound is in a low frequency area where the sound is difficult to identify by the human ear.
- When the motorcycle is near the car or in front of the car, the noise produced will be heard in the car at a level that attracts the driver's attention, even when the music is at a medium level. At this distance, however, no driver's manoeuvre that would endanger the motorcyclist could be prevented.
- To be heard in a car 15 meters away, a motorcycle should produce a sound level at the exhaust pipe of more than 135dB (A), a condition that is impossible to accomplish in reality.

MotoADN's conclusion: loud pipes save lives is a false statement. The sound produced by a motorcycle is not heard by the drivers of the cars in front of you or is heard too late to be able to influence the driver's decision. Our best advice? Let's be seen, not heard.

Written by Razvan Pavel (MotoADN) Dec2020

VALE: CRAIG LINDSAY ELIX

10.02.1970 - 4.05. 2021

Original MRASA Member No 393.

Craig was a mate, motorcyclist and good friend,. He and I attended the same school (Snowtown Area School) and although he was a dozen years my junior that did not exempt him from the shit he copped over the years from myself and former fellow students.

Craig's father Trevor was a farmer located about 3km from the town and with a nickname of 2 Stroke it was sure that Craig would become a fellow motorcyclist and with gusto he took to two wheels. I believe his first real bike was a Honda Ag but I think his first was a BSA Bantam in a homemade frame.

Craig first joined the Mid-North MRA on the 22nd of July 1984 exactly 4 months after the register's first meeting, but 18 months before he could legally ride a motorcycle and he did ride a motorcycle to the meeting.

Once he came off at speed wearing jeans, boots, helmet, gloves, a tank top and backpack. We used him as a display at our next meeting (once he was out of hospital) to inform fellow riders of what to wear when on a motorcycle. I must say he took it as a badge of honour. He was bloody lucky he had the backpack. Craig attended most of the Protest Rides, Poker Runs and Rallies that many of us went to.

Late in 1989 Craig was in Adelaide riding down Anzac Highway one Saturday morning on his

Honda 500 with a mate as pillion when a Taxi did an unlawful U turn and BANG Craig's life changed forever. Craig had learned from previous mistakes and had all the right gear on but for this given incident it mattered little and as of that moment he was to be confined to a wheelchair.

Just prior to the accident Craig had begun an apprenticeship as a baker and was looking forward to a new life but obviously that all changed. After a couple of years of adjusting to the changes that were forced upon him, the court case and final settlement Craig decided to come back home to Snowtown and be near family and friends.

Craig was a smart businessman, he built a home that would accommodate his restrictions, set up a cartage business and purchased a small farm (400 acres). He also set up a Quangdong Farm and purchased a number of houses in Snowtown to supply his carers with accommodation while they looked after him.

It was not until September 2007 that Craig rejoined the Mid North MRA register. With his business ventures taking care of his financial needs to live a reasonably independent life, Craig started attending meetings, going to Rallies and being the back-up vehicle on poker runs etc. He donated funds to the RFDS and other charities that supported motorcycling. One day the opportunity came to go for a ride in a sidecar set up to accommodate a wheelchair. According to Craig there were a number of down sides, the first it was strapped to a Harley, the second was that he was strapped in so securely that he couldn't lean and finally he wasn't in control of the handlebars but it did give him that feeling of freedom that only a motorcyclist can appreciate.

Anyway, Craig was looking forward to his life. The NDIS was looking after his needs and giving him greater access to MRA meetings with carer support. He had had a successful operation to assist with some minor health issues, business was good and we, the members of the Mid North MRA had nominated him and another of our group for Life Membership. Unfortunately, Craig passed away in his sleep on the 4th of May. He had outlasted the accident by 32 years, his doctors best predictions by 11 years and he even managed to get to be a half centurion+ 1 year.

Ride safe all.
Greg Stevens

MOTOCAP NEWS

Australia's internationally awarded MotoCAP motorcycle gear safety ratings service has added ratings on safety and comfort for eight jackets and eight pants to its growing list of tested products. The new ratings brings the total number of items of clothing to 297, comprised of 125 jackets, 80 pairs of pants and 92 pairs of gloves.

Draggin Holsehot jeans top-scored on safety with four out of fives, followed by the Klim Artemis with two stars.

Only one safety star was awarded to Merlin Route One Hardy, BME Waterproof Herren, Melbourne's Saint Unbreakable Straight, Bull-It Easy Tactical Cargo, Triumph Urban Jeans and Macna Club.

While the Holeshot jeans performed well, MotoCAP says it could have done better if the knee and hip impact protectors were better quality.

Many of the others did not feature both sets of armour, marking them down on impact protection.

It was a similar situation in the jackets.

Deakin Uni Institute for Frontier Materials Senior Research Fellow and Honda GB400 rider Chris Hurren says there is a need for a holistic approach to safety. He says rider jackets and pants should include proper impact protection, as well as high abrasion resistance. Chris says many garments don't come with impact protectors or only a few protectors.

"Some of the garments could be five star if they just had a full set of certified protectors," he says. "Then it's the rider's choice if they want to throw them away if they don't want to wear them."

MotoCAP is a partnership between transport and insurance authorities in New South Wales, Victoria, Tasmania Western Australia and New Zealand as well as the Australian Motorcycle Council. Testing is carried out by the Deakin University Institute for Frontier Materials on behalf of the MotoCAP partners.

Courtesy BikeWriter

KPG REPORT ON RIDER TRAINING

For months the Motorcycle Community has been aware of a report commissioned by the State Government to investigate Rider Training by one of the world's top 4 accountancy firms, KPMG. Finally a copy was leaked to the state opposition who invited the MRASA executive to a media release for comment.

The immediate question is what does an accountant know about motorcycle road safety and training. The answer is ABSOLUTELY NOTHING.

The report was entirely financial, all recommendations were firmly anchored in cost analysis. Even then the focus was entirely on how much it cost to put a rider through the Rider Safe programme. The cost benefit of reducing the road toll did not enter into this very narrow thinking.

It would appear the report had been commissioned to justify a pre-established goal. To the current government motorcycling is a dirty word and so all steps possible will be taken to remove it from the South Australian vocabulary.

The Motorcycle Reference Group is a body of ride groups and professionals convened to offer advice to the Minister and the Department on all things motorcycling. This group has met once since the last election and then only to be advised of the outcome of the previous meeting.

The Motor Accident Commission was closed within 2 months of the Government taking office. The reason given for closure was financial

Now we have a report in the hands of a cost cutting government, suggesting that the fees for training riders be raised in excess of 70% in order to keep the Rider Safe programme viable.

Fortunately, we have a new minister in charge of Road Safety. A minister who does want to listen. A minister who appears to be more concerned with lives than dollars. Please minister, be bipartisan and support motorcyclists. Put lives before dollars when making a decision on our future.

Ebi Lux

WHAT AFFECTS THE COST OF YOUR MOTORCYCLE INSURANCE?

Location: Where your ride lives greatly impacts your insurance rate? Riders in colder states with shortened riding seasons usually have fewer accidents and insurance claims. That means lower rates. Conversely, you're likely to pay more for motorcycle insurance in warmer states, where more opportunities to ride lead to more accidents and claims.

Age and riding experience: Generally, your rate will decrease as you get old older, until you reach your 70s. Teenage riders pose the biggest risk for insurers, and will typically pay higher rates. But your age won't always tell the whole story. If you're an inexperienced motorcycle rider, you may pay a higher rate than a much younger rider with more experience. For example, a 35-year-old who just started riding may pay more than a 23-year-old with five years of riding experience.

Vehicle usage: If you ride to and from work, you'll usually pay more than a casual weekend rider. Using your bike for business purposes may make you ineligible for a personal motorcycle policy and require a business policy. At many insurers, annual mileage may also impact how your rate is calculated. The more you ride, the higher your rate.

Speeding and traffic tickets: Speeding tickets or other traffic violations in the past 3-5 years may increase your price for motorcycle insurance, whether the violation happened in your car or on your bike. In most states, violations will usually fall off your driving record after three years and your insurer will no longer charge you for it.

Accident and claim history: Any auto or motorcycle accident on your motor vehicle or claims history will likely increase your motorcycle insurance rate. At-fault accidents will generally be costlier than not-at-fault accidents, and most claims will negatively affect your ongoing insurance price.

Type of bike: When comparing motorcycles in the same class, the model with the bigger engine will usually cost more to insure. A high-performance bike has a greater risk for an accident than a touring model. An older bike may be at a lower risk of being stolen than a newer bike.

Parking and Storage: The place you store and keep your motorbike will also impact upon your insurance premium. If you have the option of parking on a secure driveway or in a garage overnight, take it – it will reduce your insurance premium. Locked away or locked down is best. If your normal overnight park is on the street or in your driveway visible from the street this might have an effect on the final premium. Anything that increases the risk of being stolen will be factored in to the final premium cost.

Coverage selection: Adding comprehensive will cost you more. While a liability-only policy will cost the least, it won't protect your bike from physical damage. Most insurers also offer extra customizable coverage that might increase your rate, like custom parts/equipment, carried contents/personal belongings, and enhanced injury protection. Premium costs can also be reduced by taking on a higher excess. The higher your excess, the more of the repair or claim cost you'll have to take on. That means your out-of-pocket costs will be higher at the time of the accident, but you'll have a lower overall rate and vice versa. You save by riding accident free. Just get a quote to see exactly how customizing your coverage impacts your rate.

Credit: Many motorcycle insurers check credit, so a better credit rating can add up to money saved on insurance. Remember, getting a quote will never affect your credit score.

Discounts: You may be able to claim organisation or club discounts, but the best will always be a no-claim bonus that accrues over accident free years.

Finally (and this is a biggie),

Don't lie to your insurance provider

When looking for motorbike insurance it is tempting to bend the truth in order to lower your insurance costs. While lying about your mileage or where you park your motorbike may cut your insurance premium slightly, if you are caught out your insurance could be deemed as void, which, in the event of an accident, could result in you paying out for damages rather than your insurer.

[https://www.progressive.com/answers/motorcycle-insurance-cost-factors/;](https://www.progressive.com/answers/motorcycle-insurance-cost-factors/)

<https://www.thebikeinsurer.co.uk/motorbike-insurance-guides/what-affects-my-motorbike-insurance-premium/>

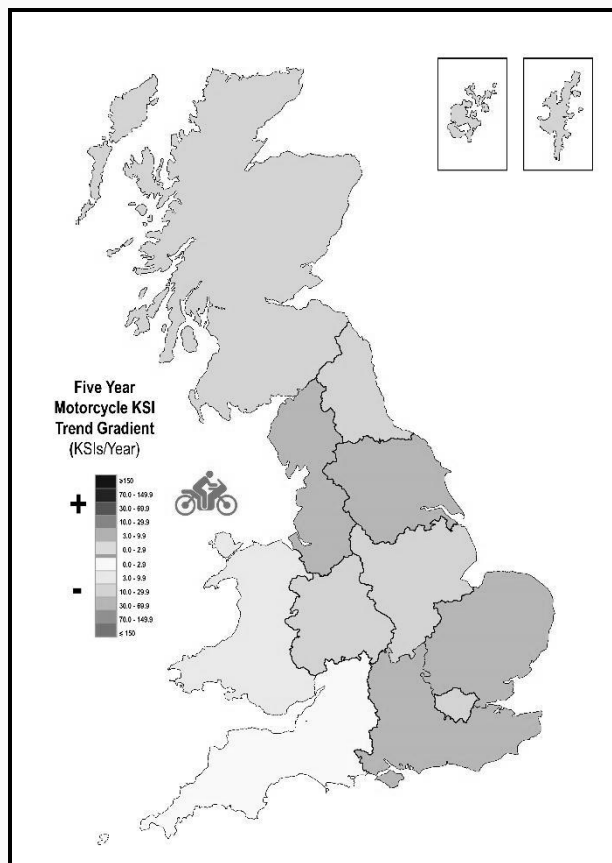
VULNERABLE ROAD USER KSI TRENDS

The Motorcycle Action Group (MAG) has published a new analysis of vulnerable road user (VRU) casualties. The report opens the way for a fresh perspective on VRU road safety.

Motorcyclists, pedal cyclists, horse riders or handlers and pedestrians are defined as vulnerable road users. This is because they are not protected by a vehicle body. They can also be harder for other drivers to see on the road.

Motorcyclists in particular have the highest accident and injury rates per mile travelled of all road user groups. There are two key ways of looking at casualty numbers: in terms of absolute counts, or in terms of rates taking into account distance travelled. The following analysis provides trends in absolute counts

MAG starts from the premise that motorcyclists – like all other road users – do not set out to cause injury, nor to be injured. Collisions happen when errors are made. Reducing errors and opportunity for errors will reduce casualties. The work carried out by MAG looks at trends in the statistics over the five years 2015 – 2019.



Colin Brown, the report author, said:

“MAG is keen to look at whether the safety of VRUs is improving or getting worse. This analysis looks at regional and local authority levels and we found that national figures hide wide differences across the country. We will go on to look at road safety approaches and campaigns on the ground. By finding any differences at local level, we hope to identify what works and what doesn’t.”

Analysis

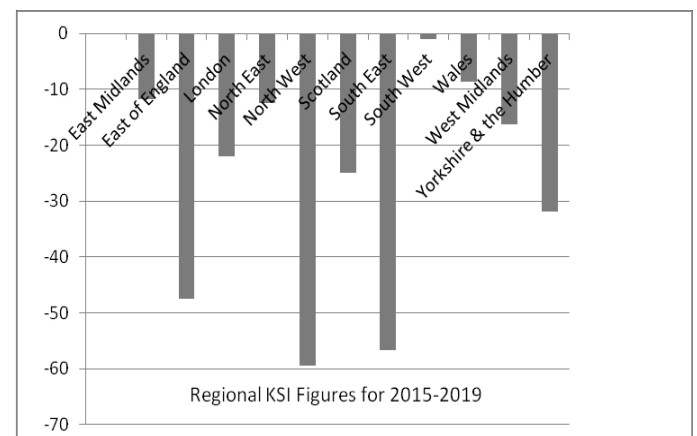
Some of the key revelations of the analysis in relation to motorcycles show that:

- Motorcyclist KSI (Killed or Seriously Injured) numbers are reducing in all GB regions.
- KSIs for motorcyclists, cyclists and pedestrians significantly reduced in Lancashire.
- The KSI rate per billion vehicle miles flipped in London in 2019. The cycle KSI rate became slightly higher than that for motorcyclists.

Colin Brown states:

“Commentary on motorcycling tends to be negative. I have shown in this analysis that there is cause to challenge that attitude. We all want to see more work done to improve the safety of riders, however, motorcycling policy and safety needs fresh perspective. MAG is working to promote the many benefits of motorcycling, but the critics habitually position safety as a blocker. In reality, motorcycling is getting safer. Therefore, long standing prejudices are not legitimate and must be challenged.”

The full report can be found at <https://bit.ly/VRUtrends>.



DEMERIT POINTS POLKA

What demerit points count if you get booked in another state?

Because Australia is so large, just going interstate can be far enough to do things you wouldn't dream of, but speeding is not one of them, because, unlike the United States, our states are actually united as one ball-breaking nation in their approach to punishing your driving indiscretions, which means that someone caught speeding in Perth will pay for it with points on their NSW licence when they get home. Eventually. Probably. In theory.

It didn't used to be this way, of course, and there was a time when a Victorian walloper would look at your Queensland licence and hiss through his teeth with disappointment, as he knew he'd never realistically be able to pursue you across state lines, but if there's one thing that governments of all stripes, and all states, agree on, it is that speeding fines, are a great way of raising revenue, and crushing the public under the boot heel.

The Australian Road Rules Agreement was concocted and approved by all state and territory Transport Ministers in 1999 to make sure that there was some national conformity, and that the Demerit Points Schemes operated by various regions would work in an interconnected national fashion.

In short, no matter where you commit an offence, the officers who catch you are supposed to contact your home state's authorities and inform them, so that the appropriate Demerit Points can pile up on your licence back home. As the sa.gov.au website helpfully points out :

"Demerit points are incurred whether the offence is committed in South Australia or interstate."

One trap to watch out for is that if you think you want to challenge a fine you've been given in court, it might be implausibly expensive to do so. Get pinged by an overzealous and unreasonable copper in WA and attempt to challenge the matter and they'll tell you that you have to show up, in person, in a Perth courtroom to fight your case, which will clearly cost you more than the fine if you live in any other state.

Interesting anomalies

Where things get interesting is that incurring one particular offence in one state might be worth less

points, or a shorter suspension, in your home state. The state in which you've recorded the offence will generally advise your home regulatory authority of your crime, and you will then get the points or suspension that would have applied if you'd committed the offence in your own jurisdiction. VicRoads, for example, will suspend your licence for six months if you are caught driving between 35 and 45km/h over the limit (if they don't just shoot you on the side of the road), but this same crime is only a three-month sin bin in NSW, so you might be better off than a local.

If you're a Victorian and you get caught in NSW doing the same thing, however, it's probably not going to be a better a result for you. If you're in NSW, you also have 13 points rather than the 12 you get in Victoria, and other states.

Anecdotally, however...

Here's the strange and hard to quantify thing. Anecdotally, people who look nothing like your author and definitely don't share a driver's licence with him, tell us that the system is, shall we say, imperfect. Many are the sinners who tell us they have committed a speeding offence in a state other than their own and, surely enough, been followed home by the fine, and forced to pay it by annoying red-coloured notices in the mail. The demerit points, however, have not - or not always - turned up on their licence.

This seems to particularly apply to residents of the territories. ACT and NT drivers can somehow, magically, avoid being demerited for offences they incur elsewhere. And it can happen to drivers from other states as well, particularly if they commit their crimes in the Territories.

It's hard to explain how this happens, or doesn't happen, but someone in the field of policing used the phrase "paperwork" closely followed by the words "too hard" to offer one theory. This is not, in any way, a suggestion that you'll get away with such a thing, it's merely a strange anomaly that we've noted anecdotally and, under the law, your demerit points will follow you, and haunt you, no matter where you rack them up.

So beware, be square and be safe.

Courtesy Stephen Corby CarsGuide April 2018

7 REASONS MOTORCYCLE RIDERS ARE BETTER CAR DRIVERS

With as much coordination, attention, and skill it takes to ride safely through all kinds of road conditions and traffic, the skills you develop riding a motorcycle make you a better car driver too. But in what ways exactly?

1) Better Coordination

It might seem like second nature if you've been riding a while, but the truth is that a motorcycle requires a lot of skill and attention to ride. There's a lot going on when you operate a motorcycle. You have to have good throttle and clutch control, operate a manual gearbox, and use two separate brakes, all while keeping the thing upright the whole time – even leaning through turns. And that's before you have to worry about traffic!

So do those skills transfer over into being able to operate an automobile more skilfully as well? Absolutely. Once you're used to being "in tune" with your ride the way you are on a motorcycle, you tend to carry that awareness over to any vehicle you drive, making you a better driver all around ie doing 'head-checks' in the car.

2) You Drive More Defensively

Cars create a massive steel cage around their occupants, with things like seat belts and airbags to further protect them in case of any impact. All that protection can definitely lull many car drivers into a false sense of security, and lower their attention while on the road.

On a motorcycle, however, you know you have none of those things protecting you. In a battle of car vs. bike, the bike will lose every time, and the consequences of an accident are much higher for us riders! That's why the philosophy of "riding like everyone is trying to kill you" works so well to create a defensive riding mindset; because when you get into the habit of anticipating the most dangerous situations that can possibly emerge while riding in traffic, you are better prepared to avoid them.

That mindset doesn't just vanish when you hop in your car. Once you're used to scanning the road for hazardous situations or dangerous drivers, you look for them no matter what vehicle you're operating. You learn to never trust another driver with your own safety, and this makes you a better,

more defensive driver.

3) You Have a Well-Developed "Sixth Sense"

This is about those times when, for some strange reason, you just knew that person in the next lane was going to cut you off. This isn't the same as simply being attentive and scanning for hazards. It's a gut feeling you get. Maybe you see things out of the corner of your eye, like someone checking their mirrors, or making a very slight change in speed, that indicates they might be about to move over. It could be that your subconscious picks up on things that you otherwise wouldn't. Whatever that sense is, skilful motorcycle riders develop it more, and it becomes a gift that is just as helpful when you're driving a car as it is when you're riding a bike.

4) More Aware of Weather and Road Conditions

A lot of drivers say they pay attention to the road. But unless they can tell you how many patches of gravel, sand or broken glass there were on their drive to work this morning, or where the oil spills tend to accumulate in a lane, or what patch of pavement has the most tar snakes or potholes – they don't pay as much attention to the road as a rider does.

When there's some bad weather in the forecast, car drivers might need to add a little more time to their drives, and pack a coat or an umbrella. But when you're a motorcycle rider, you need a whole extra level of preparation to deal with changes in weather you need to dress differently, pack different supplies, and ride differently to accommodate wet roads, cold tires, and even ice.

Simply put, when you ride, you reach a whole new level of awareness for weather and road conditions that you would never have to have driving a car. Once you're tuned into those things, it becomes a habit to consider how they'll affect your drive in your car too, making you a more prepared driver all around.

5) Check Blind Spots More Frequently

It seems like motorcycle riders do head checks a heck of a lot more often than car drivers do. Doing head checks is an essential part of safe riding – if you do happen to merge over into a car you didn't see, you're going to end up on the losing end of that situation!

Checking blind spots visually is something car drivers are taught to do, but it's something a very small number seem to practice before throwing their two or three ton mass of rolling metal into someone else's path. Motorcycle riders are better about doing this because it becomes a habit.

6) Quicker Reaction Time and Faster Decision Making

When you're on a bike, you learn to scan the road more effectively. But because so many unexpected things happen on a bike, you learn to react much more quickly as well. You also have more options on a bike. If an unexpected hazard pops out in front of you when you're in your car, braking to a stop might be your only choice. But in a bike, you can brake to a stop, you can swerve right, or left, maintain speed, or accelerate and decide what to do in only a fraction of a second.

Once you ride for a while, you start to develop that quick decision-making ability that keeps you alive and rubber-side down, and you develop more confidence and better judgment on the road in general. This makes you a safer and better driver all around.

Much more dangerous is the timid and indecisive driver on the road as you never know how they're going to react to a situation, and are much more likely to make a dangerous situation even worse.

7) Learn From Other People's Bad Examples

When you ride, you see a lot more, because you're paying a lot more attention. You people texting, parents yelling at their kids in the back seat, people dozing off at the wheel, women doing their makeup, people eating. You see it all!

Every example of unsafe driving you can imagine is demonstrated to you in living colour every time you ride, and it can really make you shake your head at the things people get away with while operating a vehicle. So when you're back in your car, you probably think twice about the things you see bad drivers do, and make sure to not do them because you know how unsafe, not to mention annoying, they really are. You don't want to be 'that guy,' especially when you see 'that guy' (or girl!) every time you ride.

<https://www.bikebandit.com/blog/7-reasons-motorcycle-riders-are-better-car-drivers> by Aaron Cortez Oct 4, 2014

NO BRITISH BAN ON BIKES WITH COMBUSTION ENGINES'

British motorcyclists' organization MAG has received confirmation that motorcycles are not on the government's list of petrol and diesel vehicles that cannot be sold from 2030.

In the United Kingdom the government has announced that they will end the sale of petrol and diesel cars and vans by 2030. The Motorcycle Action Group (MAG), has received confirmation from the Department for Transport (DfT) that the sale of petrol motorcycles is not in scope of the announcement.



In November 2020 the government formally announced a Ten Point Plan for a Green Industrial Revolution. Included in the plan is the announcement that the sale of new petrol and diesel cars and vans in the UK will end by 2030. This is ten years earlier than planned.

The position on motorcycles is not mentioned in the announcement. MAG therefore contacted the DfT for clarification and received confirmation that motorcycles are not in scope of the government's announcement regarding the ending of sale of petrol and diesel cars and vans. The DfT went on to say that there are no timeframes for ending the sale of petrol/diesel motorcycles. Further, should the department wish to make such an announcement, they will consult first with the Motorcycle Action Group and its members.

Written by Colin Brown (MAG UK) December 7, 2020 Photograph courtesy of Triumph Motorcycles

(As part of their promotion of London as an Ultra Low Emissions Zone the government is forcing a fee of up to \$650 (\$1186 AUD) for classic car owners to be able to drive their vehicle into the city once a week. About 60,000 cars will be affected. No mention has been made of classic bikes. Ed)

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

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 Salis Plains
Gawler Motorcycle Centre	10% discount on accessories	8522 7700	Lot 1 Main North Rd Evanston
GC Motorcycles Prospect	\$5 on tyres, 10% accessories	8344 7888	122 Main North Rd Prospect
DC Motorcycles Melrose Park	Disc on request – see Don	8377 5566	22/788-9 Marion Rd, Marion
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 & ws. 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. Discount on request, 5% tyres, 10% services	8260 9200	420 Main North Rd Blair Athol
Yamaha Retro Spares		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.

For information about motorcycle safety gear testing and rating. www.motocap.com.au

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

For regular updates register at Austroads Road Watch austroads.roadwatch@infoservices.com.au

MOTORCYCLING AROUND THE WORLD**No More Tailgating****What's Wrong With This Picture?**

MRA COMMITTEE

President – Position Vacant
Vice-President – Ebi Lux 0418 800 362
Secretary – Cathy Lux 0408 853 380
Treasurer – Harald Lindemann 0421 289 714
Membership – Sam Maddock 0430 039 269
Road Safety – Ebi Lux 0418 800 362
Stock Controller – Amanda Lock 0434 578 595
Centrestand Editor – Harald Lindemann 0421 289 714
Minutes Secretary – Cathy Lux 0408 853 380
Register Liaison – Cathy Lux 0408 853 380
SAMRATS Coordinator – Ken King 0401 866 037

Toy Run Coordinator – Harald Lindemann 0421 289 714
Scooter Club Coord – Frank DeFrancesco 0412 937 606
4Bs Coordinator – Greg Janzow 0400 056 056
Webmaster – Graeme Rawlins 0419 832 384
Public Officer – Harald Lindemann 0421 289 714
AMC Representative – Ebi Lux 0418 800 362

Mid-North Register Committee

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

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

Note: 5 General Member positions for the Committee remain unfilled and will be appointed by the Committee. If interested contact Ebi or Cathy.

Motorcycle Riders' Association of SA Inc. MEMBERSHIP APPLICATION FORM

New Member: [] or Renewal [] Membership No. 0 [][][][]

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 [] Register

Other Clubs? [] Details: _____

Do not send Association magazine []

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

Date ____ / ____ / 2018 Signature _____

MEMBERSHIP FEES: CIRCLE ONE

Table with 2 columns: Standard and Concession. Rows for Individual and Family fees for 1, 2, and 3 years.

Payment by: Cheque [] Money Order [] or debit my Visa [] MasterCard []

[][][][] - [][][][][] - [][][][][] - [][][][][]

Amount \$ _____ - 00 Expiry date ____ / ____

Name as printed on card _____

Signature _____