

CENTRESTAND

June 2023



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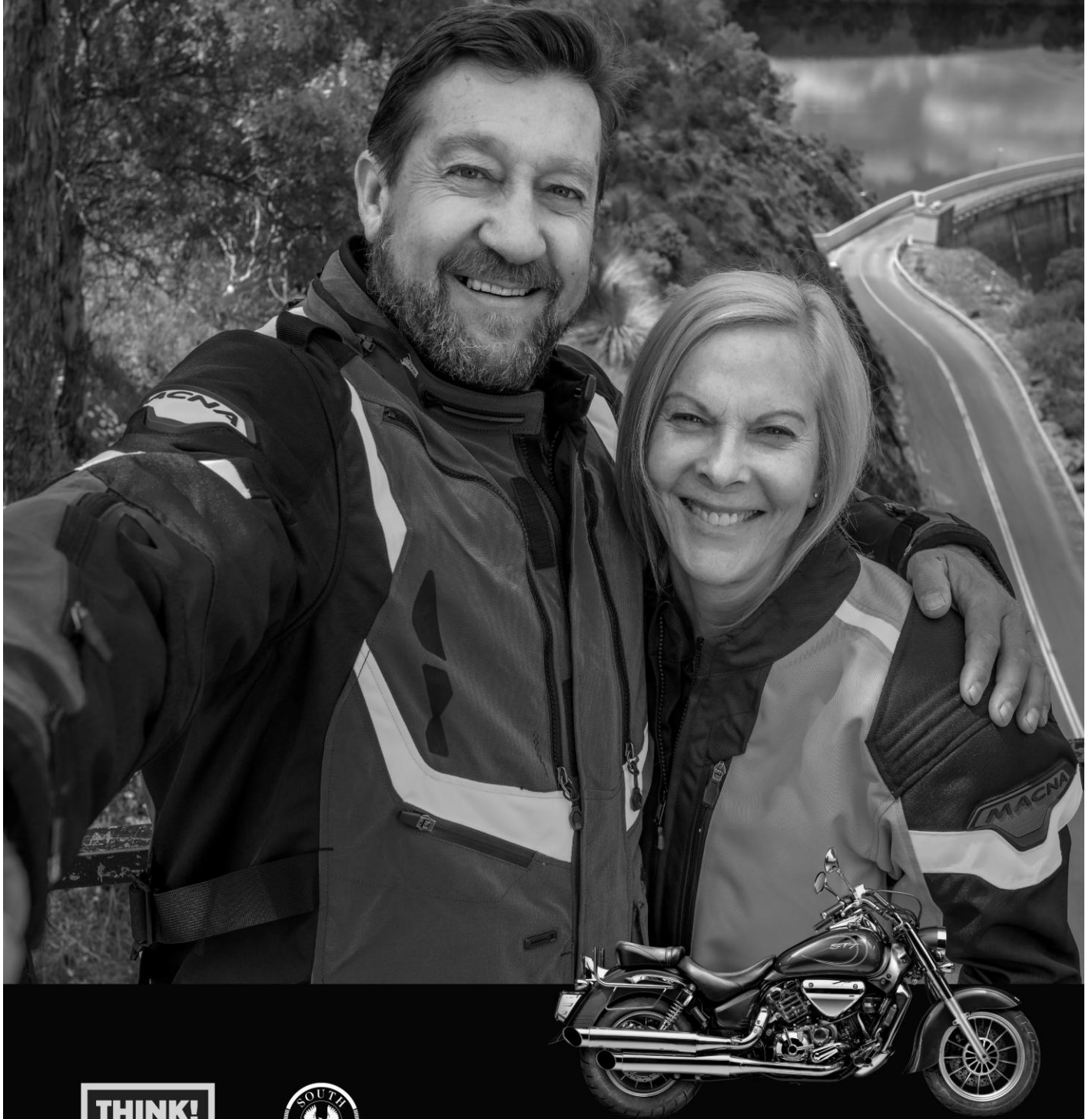
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NEWS FROM ROMANIA

Let those who ride decide



THERE'S A LOT RIDING ON IT.



THINK!

**ROAD
SAFETY**



Government
of South Australia

Ride to return.

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

Established 1979

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**MRASA : GPO Box 1895
 Adelaide SA 5001**

Telephone See the back cover for Office Holders' phone numbers.

E-mail : [mrassa@mrassa.asn.au](mailto:mrasa@mrassa.asn.au)

Web Site : <https://www.mrasa.asn.au>

Public Officer : Harald Lindemann

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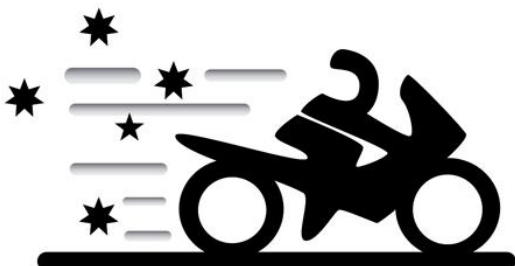
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COVER PIC: My Favourite Ride. Photo by Prof.

COVER DESIGN: Arwen Lindemann

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



Australian Motorcycle Council Inc.

EDITORIAL

The MRASA has been around since 1979. That's 44 years. Before that we were an affiliate of a national MRA (est. 1975) based in Victoria. Some of our members have been around for much of that time, either involved in the running of the organisation or supportive of what we do by maintaining their membership, coming along to events and generally spreading the MRA message.

I joined up in 1982 at the Mayday rally outside Parliament House protesting against Third Party insurance hikes for motorcyclists and 'Lights On'. The big 'Do You See Us Now' banner was hoisted up on the columns at the top of the steps and we made a great noise outside the House to express our displeasure. Over 500 bikes turned up to support the cause blocking off both lanes of North Terrace in front of Parliament House.

Things have changed. Nowadays we make a more quiet noise as we tell the pollies what motorcyclists need, but we do it by being invited inside the House.

The days of flashy protests and inconveniencing other road users are over. We work a lot more quietly by writing submissions, negotiating, convincing, and developing relationships with both government and opposition members who have influence in developing and changing the legislation that affects motorcyclists. We understand that change comes slowly and is often subject to changes in government and Ministers and often we have to start all over again with new people.

We don't always get what we want, but mostly we get some of it. The Review of Ridersafe, LAMS, the Graduated Licensing System are examples of slow and steady work which has had positive results for motorcyclists. We also had input into the national helmet standards changes. Pollies and their public servants listen to the MRASA as a credible voice in helping them understand motorcycle and road safety issues and take our submissions seriously.

We complain less and educate more. Non-riders often don't understand riders and their needs. We help them understand so we get better laws. We also spend a lot more time educating motorcyclists about how to stay safe on our roads and about being responsible road users.

So if you sometimes think or you hear someone complain that the MRASA is not doing anything then just remember and remind them we are the tortoise not the hare.

Ride Safe, Harald

PRESIDENT'S REPORT

Hi Everyone,

You're invited to attend the MRASA General meeting. I would like to encourage all members to attend this meeting. Teleconference is also available, for those who wish to attend via teleconference please contact Cathy Lux via secretary@mrasa.asn.au. The meeting will be on 21 August and start at 7pm at MSA Hall 251, The Parade, Beulah Park.

The MRASA Committee has been working on the removal of accepting credit cards via the online renewal portal, membership forms or stock order forms. The reason why the MRASA has made this decision is because in these days of digital crime the MRASA cannot always guarantee to keep your personal card details safe from hackers. This change has brought us to the preferred payment version being Electronic Fund Transfer (EFT). The EFT details can be found on all documents we send out to members and can be found on the MRASA website. Any difficulties, give us a call.

We continue to have a few memberships lapsing over the years. We are currently trying to get in touch with all those whose memberships have lapsed recently. Your membership due dates can be found on the cover letter on the Centrestand magazine in the bottom left corner. If you have any queries regarding your membership, feel free to contact myself membership@mrasa.asn.au or by phone 0430 09 269.

Want to join in with the ride groups on their Sunday rides? The MRASA has two ride groups, SAMRATS riders and SAScoots. SAMRATS have a ride fortnightly. To find out about their rides you can find them on Facebook or call Ian for more information. SAScoots go for a ride on the 3rd Sunday of every month, and to find out about their rides you can find them on Facebook or call Frank for more information. Rides are subject to weather conditions.

Ride Safe,
Sam Maddock



MRA NEWS

Events – The Executive Committee attended the July meeting of the Mid-North Register to catch up with Greg, Toot, Hilly, Barry and everyone else. We had a great meal at the Port Wakefield pub and a very active exchange of information and views at the meeting.

We visited the offices of DIT to talk about our road safety work and to exchange ideas regarding how the MRASA can get the road safety message out to motorcyclists. We signed an agreement to continue the working partnership through to 2024.

We also visited the Road Safety Unit of SAPOL to discuss their further involvement in Coast FM to get timely information about campaigns and road safety messages out to the community.

Sam Maddock will be representing the MRASA at the 2023 AGM of the Australian Motorcycle Council (AMC) to be held in Sydney in August.

MOTOCHAT – Since the last mag we have conducted interviews with Hogs Adelaide, The Cruiser Club, Ulysess, MSA, AMC, Naomi Findlay about her Finke Desert tilt, Mark Read from St. Agnes Dismantlers, Nic Lomman from the SAPOL Road Safety unit, Katrina



Dalaigh from Woman Moto, an online women's motorcyclist magazine, Vincent Tazia, Shadow Minister for Road Safety, Chris Hurren from MOTOCAP and Mary Knights from Bloodbikes. We also spoke to Don Manser about bike maintenance and Ian Lewis about fuel and oils. Lots more to come on Motochat at Coast FM 88.7 7-8pm Wednesday nights. Remember, if your other club has something to talk about we'd be pleased to have you on the show, in the studio or on the phone.

General Meeting – this will be held on August 21 from 7pm at the MSA clubrooms at 251 The parade, Beulah Park. Our regular Committee meetings are held on the 2nd Monday of the month same time, same place. Come along and see what we are doing on your behalf, have your say and join us for a light supper afterwards.

TRAVELLER'S TIPS



MOTO CHAT
with Ebi, Harald & Cathy
EVERY WEDNESDAY AT 7PM
only on
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 **LET THOSE WHO RIDE DECIDE** 

The life of a retiree has many advantages. For Cathy and I, it is the opportunity to travel and enjoy parts of Australia we had heard of but never spent time in. One such place is Corowa, a small town on the Murray about 60 km west of Albury in NSW

Firstly Corowa is in the cool climate wine region of Victoria/NSW centered on Rutherglen. The unique wines alone make this a very nice place to stop and explore for a few day. If you are a golfer the Corowa Golf Club is idyllically situated on the banks of the Murray with a 27 hole course for you to enjoy. On site motel accommodation and bistro are available for you at very good prices.

However the main attraction for us was the Corowa Distilling Co. This amazing place located in the Old Flour Mill on Steel St is just not a whisky distillery. It is a function centre, chocolate making facility, whisky tasting room and a restaurant equal to the best on offer in Adelaide or any other capital city but at country prices.

We decided to have a midday whisky tasting, after which it was advisable to sit down and have a bite to eat. Neither decision could be faulted in any way.

The tasting was delicious and believe me, I am not a whisky drinker but it was superb. Good enough in fact that we parted with a considerable sum of money to buy a special bottle for important occasions.

The food menu in the restaurant left us drooling. We decided to have entree size serves which allowed us to sample more without overeating. However that just whetted the appetite so naturally we returned the following day for another round just to try a bit more of the menu.

To say we enjoyed the Corowa Distillery experience is an understatement. Better still find out for yourself and stop by this amazing site. Whisky, Chocolate, Food and Wine, all in one space. My idea of Heaven and all at very good prices.

Ebi Lux

LANE FILTERING – SOME INFO

Lane filtering is when a motor bike rider travels at low speed in between two lines of stationary or slow moving traffic travelling in the same direction in separate, but adjacent, marked lanes or lines of traffic and is legal in South Australia.

Lane filtering may improve safety for motorbike riders as they have greater control over their exposure to traffic, particularly vehicles following behind. Moving in between two lanes of stationary or slow moving traffic may reduce a motor bike rider's risk of being hit from behind by an inattentive driver.

Strict conditions apply to lane filtering:

- Only permitted at speeds of 30km/h or slower.
- Only permitted when safe to do so, and when there is sufficient clearance between vehicles. This means that it must be done with due care and with regard to all other road users.
- Not permitted in a school zone or across pedestrian and children's crossings.
- Not permitted next to parked cars, between vehicles and the edge of the road, or on roundabouts.
- Not permitted in bicycle or tram lanes.
- Only permitted by R and R-Date licensed motor bike riders.
- Persons with a P1 Provisional or Learner's permit and moped riders with a car licence only must not lane filter. These riders are inexperienced road users who may not have the riding skills attained by a person who has passed the Advanced Rider Safe training course, and may still be developing their hazard perception skills.

The penalty for unlawful lane filtering is an expiation fee and 3 demerit points. Police can also charge riders with a number of road traffic offences if lane filtering is done in negligent or dangerous manner.

Interstate Riders who are required to display an "L" or "P" plate on their motor bike as a condition of their interstate licence are not allowed to lane filter in South Australia. If you intend to travel interstate you should check the relevant state's laws about lane filtering, as conditions may vary.

More information may be found at:

[My Licence - Motor Bike Lane Filtering](#)

GREAT ESCAPE RALLY MAY 2023

The Great Escape Rally is a Back to Basics Rally, started in 1993 and held on private property 23 km north of Kapunda and 9 km south of Marrabel.

We arrived at the property to find it had been a victim of a mini tornado in Nov 2022, that had wreaked havoc amongst the trees. The positive was, we had plenty of fire wood for the weekend. The road in was non-existent, so the first order of duty, was to establish a serviceable track in.

There were 30 brave souls who attended the rally on a forecast wet weekend, with a great variety of bikes, trailers and tents/living quarters. 14 campers attended on Friday night, some left and more arrived on Saturday, and 8 day-trippers rocked up.

The gymkhana site was provided by Mother Nature. Thanks to all who entered.

Winner of the most spectacular entrance – Kym.
Winner of the most dramatic exit – Peter.

These spectacular results prompted us to devise an alternative exit track.

We raised \$150 for the ongoing work of the MRASA 4B's group, who visit injured motorcyclists in Hospitals.

Many thanks to Shirley Murray for her support of motorcyclists and our camping needs.



Shirley with the organisers of the Great Escape Rally Cathy, Ebi & Harald at the Kapunda Pub

Next year we will be celebrating our 30th Great Escape Rally so think about how we could do that. Doughnuts anyone?

WHEN IN SPAIN – STOP!

New stop sign cameras in Spain fine drivers for not coming to a full stop. Violators face a hefty fine of 200 Euros, or about AUD\$327.

It goes without saying that traffic rules are there for a reason. It's also a common saying that rules are meant to be broken, and let's be honest, all of us have broken a few traffic rules on occasion, especially when we know nobody is looking. Having said that, technology has all but surely ensured that this will no longer be the case, as these days, there's always someone watching.

In Spain, for example, the Directorate-General for Traffic (DGT) has installed and begun testing new cameras that can detect whether or not a vehicle has come to a complete stop at a stop sign. Cameras on the road are nothing new. Red light cameras and speed cameras have been around for decades. Stop sign cameras, on the other hand, are a fairly new thing in Spain, and are designed to immediately detect whenever a driver (or motorcycle rider) doesn't come to a complete stop at a stop sign.

By complete stop, the DGT means – *'a complete stop'* – and not a rolling stop. For car drivers this means stopping completely before proceeding. For motorcyclists, it may be a good idea to come to a complete stop, then put a foot down, then get going. You know, just to make it abundantly clear to the camera that you have indeed come to a complete stop.

In Spain, failing to obey a stop sign has become a common infraction, drastically increasing the risk of accidents. According to DGT data, approximately 1,100 drivers involved in fatal traffic incidents disregarded the STOP sign. This problem is becoming more prevalent, with an increasing percentage of drivers deciding not to come to a complete stop at this sign, instead relying on their visual judgment.

As for the tech behind the new system, the cameras are accurately calibrated to determine whether the vehicle in question has come to a full stop or merely reduced its speed, a common tendency among drivers known as a "rolling stop."

*Source: Enrico Punsalang Spanish News Today
July 2023*

WHY QUIT RIDING?

There are a number of reasons why people give up riding. Most of those whom I have met have expressed mixed feelings about it because riding is a passion, though they all have good reasons why so I can't really fault them for it. Everyone has to make their own decisions for their lives.

The most prominent reason is family. Sometimes it might be through a new relationship with a partner who is opposed to motorcycling. You know, "It's me or the bike". Regular sex is a great motivator. Mostly though, it's out of concern for the new family, along the lines of "What if I have a bad accident? What will happen to my family then?" This is a genuine concern and riders will make the hard choice for a time. Later, divorce or the kids being grown up makes a decision to return to riding that much easier. Economics could be a factor. Maybe the bike just needed to be traded in for a more family-friendly vehicle.

A bad accident may make a rider bike shy, temporarily or permanently. Time to heal is always needed both physically and mentally. It's not good to get back to riding before you are ready. False bravado can lead to another accident and I have seen riders with a leg in plaster insist that they were getting back on the bike. They were not going to let such a 'little' thing stop them.

Medical reasons - these may be connected to an accident or may just be your body letting you down. Something debilitating such as Long COVID or taking a long time to recover from an operation or an illness can keep the bike in the shed for a while. Serious eyesight problems or deteriorating eyesight can be a significant reason for quitting.

Getting older can be a problem. Maintaining fitness can be difficult at times. It takes a lot of effort sometimes to maintain enthusiasm for a long cruise, to wrestle a bike around a corner, picking it up after it falls off the sidestand or simply getting a leg over. Some riders compromise by going to a smaller capacity bike or to a trike or scooter.

Whatever the reason, don't knock them. Your time may come. To paraphrase John Bradford, "There but for the grace of God go I".

Harald Lindemann

OLD CODGER'S GUIDE TO SAFE RIDING Part 1

At just over 70, I am still riding my chopper almost daily. City riding, often in peak hour has been a large part of my riding experience along with trips lasting one to three weeks in SA and the Eastern states and lots of day plus camping weekends. I love cruising secondary and dirt roads and am quite happy in the rain, though rainy nights in traffic are definitely hazardous.

I started riding legally at sixteen following in my father's footsteps riding road bikes. I've never had a trail bike which would have given me a better feel for my bike in difficult situations, so it's been a life of trial plus a few errors that have given me one broken wrist and a variety of sore muscles resulting in limping and stiffness!

My first accident was at 19 when I was hit head on by a car one frosty night. The driver had not defrosted their windscreen and turned across in front of me resulting in one smashed up Venom cafe racer and a week in hospital with the aforesaid broken wrist. Next bike was an Aermacchi Harley which I chopped and left the hazards of cafe racing way behind.

That was my only serious accident. Coming off on a wet corner in 1975 on my CB500 chopper with a worn back tyre in the hummocks was a very close call, but resulted in just a bad limp for a couple of weeks. A very slow rear ender in the city on my Aermacchi chopper did no damage, but copped me a fine and hefty repair bill on a piece of auto Jap junk.

Aside from a number of very close shaves, that was it for my first 51 years of riding. More recently, coming too fast down a steep rutted dirt track on a familiar hill I flipped the chopper and got thrown into the bushes. No damage to me, but it was a hell of a job wrestling the upside down chopper out between the trees on a crazy hilly road side slope!

Then, a couple of years back, I had an argument with a wombat which I lost. Aside from a sore shoulder and wrecked leather jacket from a 35 foot slide in the gravel I came out ok, but the front end of my shovel chopper was totalled.

One final humiliation also a few years back was when merging into traffic in McLaren Vale, I slid alongside a car and ended up sitting on a prostrate chopper! I am sure they were travelling above the speed limit, as I thought I had ample time.

So there you have it, a fairly trouble free riding history. I don't consider myself a natural rider or a particularly

good one and am the first to give credit to a couple of guardian angels who no doubt have kept me out of harm's way on occasion. But I do consider myself a generally cautious and constantly observant rider. I also do my share of silly things (part of the fun of riding after all!), but as a rule in safe situations.

Anyway, for your consideration, here are my main habits and attitudes when in the saddle.

In built up areas, I keep close to the speed limit...

Not so much because of fines, but because others will assume I am travelling at the speed limit and that will guide their decision to cut in or wait. For this reason, if I have to get into a better position around a car, I will move ahead in a burst rather than a steady overtake.

If you want to play boy racer, do it on the track ...

I have never been into road racing, though as a young rider I participated in the frequent 'drag' on a piece of straight road, plus some fairly fast, but conservative cornering in the twisties. And I will still do it a bit, but only if I know the road and can reasonably expect to be able to pull up or avoid any unexpected obstacles.

If you want to play boy racer, do it on the track not on the open roads. You don't know if there is a slow truck, a pile of dirt or gravel, a big pot hole or tree branch just around the corner. For the same reason I keep to the centre line on left handers, so I can see as much as possible through the corner. And as for super high speed; things happen very quickly at 160kph; and I could tell you a scary experience from my younger years about that!

Concentration... When piloting a two wheeled machine, I cannot afford to go off into dream land. Even in open country constant awareness of the road ahead, the verges and possible intersections is important. In the city add being surrounded by one ton missiles under various stages of control by often inattentive drivers. That requires extra vigilance.

I assume that every car driver has not seen me...

Car drivers will often 'see straight through you'. It seems like your eyes have met, but they still drive across your path. Can you stop in time? What if a police chase was in progress as you entered an intersection? At every intersection, I slow enough to stop or radically change direction if need be. This has saved me on many occasions.

I filter to the head of the pack at traffic lights ...

And when the lights change, I accelerate to stay ahead of the pack. If there are no cars around you they can't hurt you.

Thanks to Prof for these words of wisdom. More in the next issue of Centrestand. Ed

ROAD SAFETY OFFICER'S REPORT

What a Year on the Roads.

This year's road crash statistics make grim reading. Up to 6.00 am on 30/06/2023, 61 people had lost their lives on the road of which 10 of were motorcyclists. 87 riders or pillions incurred serious injuries out of a total of 439. The trend now suggests that we are heading for the highest fatality rate in over 20 years.

Road safety experts around the nation all agree that road crashes are avoidable. There is no hiding the issue. Our decision making on the road is exceptionally poor, whether we drive a car, ride or walk.

The MRASA implores all road users to take stock of their driving habits.

Don't expect others to look out for you and avoid you.

Don't drive when you are tired, have had one drink too many or are agitated.

Don't allow distractions to become more important than concentration.

Don't set arrival expectations that cannot be met.

Don't try and get extra mileage out of worn tyres.

Don't put off regular maintenance to save a few dollars.

We ride motorcycles to enjoy a lifestyle, a freedom on the road which is difficult to achieve in a car. For each person making up the annual grim statistics of fatalities and serious injuries, someone made a decision resulting in a crash, either ending or irrevocably altering a life. No phone call or other distraction, no drink or substance, no time frame or dollars saved can ever be worth the cost to someone's life caused by a crash.

We ask that you are not the one to cause that major change in someone's life or family.

Drive safely and enjoy the experience.

Ebi Lux

IN 25% OF MOTORCYCLE DEATHS IN SWEDEN A CRASH BARRIER IS INVOLVED

During the first eight months of 2016, 32 people died in a motorcycle accident in Sweden, which corresponds to the total number of the previous year, according to Swedish motorcyclists' organization SMC.

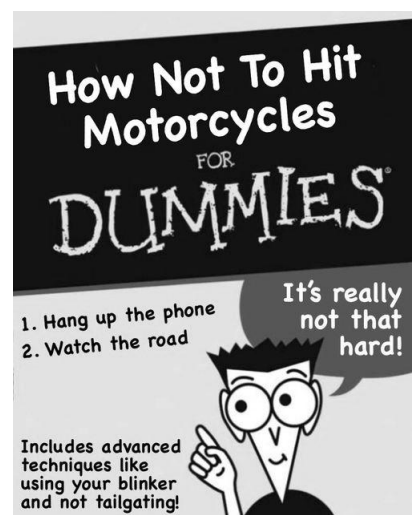
The sad record is that so far this year 25 percent of the motorcyclists killed, died in a collision with a guard rail. Every fourth motorcyclist killed, is killed by an unsafe crash barrier. It is the highest percentage ever and Sweden is unfortunately world leader with this.

SMC has asked for more secure guard rails for motorcyclists for over twenty years. As more unsafe rails are placed along Swedish roads, more motorcyclists are being killed or seriously injured in crash barrier accidents.

One of the deadliest constructions used in Sweden is the wire rope barrier, also known as cable barrier. It consists of two or more steel wires held in place by steel posts. *(See p.11 & 12 for more about safety barriers.)*



SMC Member News September 2016



A BLAST FROM THE PAST

Great Escape Rally 1994

The "Great Escape Rally" was built upon the memories of the past MRA SA "Mini" and "Son of Mini" rallies held in the last decade. It was time for the MRA to do something it had been good at and hold a no frills rally. The rally was held over the long Anzac Day weekend with time allowed for participants to get home in time to attend their favourite Anzac Day ceremony. For us it meant loading the tents and other equipment onto the trailer on Thursday night and carting everything up on Friday morning for the set up. This was preceded by fairly intense organising over the previous few months by the rally team.

The rally was held just outside of Marrabel 17 k north of Kapunda on the property of Murray Murray, well known to motorcyclists for his support of rallies on his property in the past. The trip up was slow, with the old Volvo (yes, you read it right) towing nearly a ton of cold room and packed with goodies for the rally. Traffic up the Main North Road was heavy but once onto the Gawler bypass the road opened up we were even able to get up to 100kph.

The landscape up to and past Kapunda is pretty featureless and monotonous, not really a biking road. We were however, buoyed up by the fact that the fire ban period for the area had ended two weeks prior and we would be able to have fires at the rally. This was reinforced by the cloud of burn off smoke greeting us on the trip to the site.

The site was located at the top of a hill which was reached via a cow paddock and an obstacle course of trees, rocks and bomb craters - okay during the day but providing a few surprises at night. By the time we finished setting up late in the afternoon bikes were rolling in and the barbeque was fired up. Some 12 bikes and 20 people spent Friday night at the site, eating, drinking, putting up the toilet and telling jokes around the fire. This session was different to other rallies which I have attended in that the SNAGs apologised before they told their jokes. This was put down to an ameliorating effect induced by the SA MRA President, our local version of SWMBO.

The morning of Saturday came bright and early with the obligatory man holding up a tree before breakfast and the firing up of the doughnut

machine. The day was interspersed with bikes arriving, old friends meeting, new ones being made and more eating and drinking.

Chester being his usual self did his best not to fall in the fire, to everyone's relief. The general consensus was that the brilliance of providing a cold room for the coldies was only surpassed by the menu provided on site. The choices were between bacon and egg sandwiches, sausages, ham steaks, shaslicks and doughnuts produced on demand.

The gymkhana saw a number of bottles of the now famous Great Escape Port (guaranteed strained through dirty socks etc) being carried off to various locations on the site, to be savoured by the victors at their friends' leisure.

Saturday night was a repeat of Friday night with more fires to visit by nomadic bikers and more bullshit flying around on the soundwaves than there was on the ground. We finished off David's port and retired to a well earned rest. Some fairly harsh respiration during the night by new and old friends drove some of us to seek new sleeping berths and to eventually start up an early breakfast.

The usual trophies were handed out before everyone wandered off home and after an auction of an Aussie Grand Prix umbrella and Wayne Gardner T shirt. The Longest Distance Award went to a visitor from Germany who rode his bike to the rally overland - over 25,000k. The Red Back Tourers took out the Club Award and the Highest Combined Age Award went to an 84 year old member. The Rat Bike Award went to a guy who left before the ceremony so it was given to the remaining contender.

Everyone had a good time and agreed that the atmosphere and the facilities were great. The MRA made a profit of around \$600 on the event and learned a lot about running a rally. Watch out for the Great Escape Rally 1995.

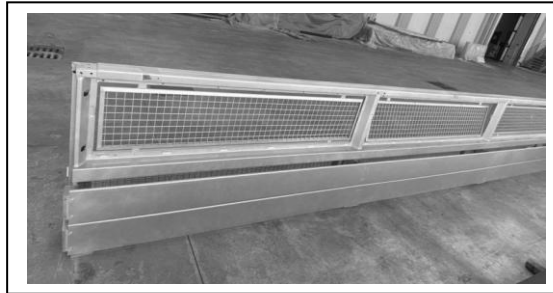
Thanks to David Povey for the loan of the Volvos and trailer, Russell Johnson for his brilliant scrounging, Dave Vaselli, Paul Morgan, Steve Tyler, Crazie, Denise Keane, Milo, Uncle Pervie and Peter Mount for all their hard work and also West End Meats and Atlas Hire Service for their support.

IS THERE FINALLY A SAFER ALTERNATIVE TO CABLE BARRIERS?

Let's not fool ourselves: no crash barrier is really safe for motorcyclists, but smart designers are able to think of barrier systems that could improve motorcyclists' safety.

FEMA talked to Roberto Impero, general manager at SMA Road Safety, the Italian company that developed and produces the Andromeda barrier, a so-called 'smart barrier'. Roberto explains: "The barrier is equipped with a LED lighting system which makes driving in fog or at night safer. With special sensors the barrier can notify the rescue services autonomously and in real time in case of an accident; it sends the location of the impact and warns oncoming traffic with light signals. In the future, the barrier can even communicate with self-driving vehicles."

But what immediately caught our eye at FEMA were not the flashing lights and electronic gadgets, but the barriers' other characteristics that could improve motorcyclists' safety.



Topside protection – The posts on this barrier can be made safer by installing a motorcycle protection system and closing off the top of the barrier; for motorcyclists who come into contact with a guard rail, the exposed posts and a razor-sharp top are the two most dangerous elements of the system. Over 50 percent of the crashes of motorcycles with road restraint systems, some research studies even speak of 60 percent, are with the motorcyclist still sitting on their bike. So, a smooth topside of crash barriers is important to avoid serious injuries or even casualties. The Andromeda barrier is a see-through barrier; the space between the posts can be filled with a grid or with a 'window' made of polyethylene terephthalate (PET). This feature prevents anything from getting caught on the posts, but it also means road users can still see their surroundings.

Cable barrier – The compact width of the barrier (140 mm for the H2 classification or 220 mm for the H4 classification) means it can be fitted as a

median barrier almost anywhere. This of course leads to the question - Could this be a safer alternative to the cable barrier or wire rope barrier, which most motorcyclists fear? Roberto: "It is really difficult to compare the cable barrier to the Andromeda barrier. Cable barriers as median barriers do not need a lot of space to install either, but in case of an impact with for example a bus, the deflection of the cable barrier is quite big, sometimes a couple of metres. The deflection of the Andromeda barrier is limited to 60 centimetres." This means that with a cable barrier, the vehicle that hits the barrier may end up in the lane of oncoming traffic.

Repair and maintenance – The Andromeda barrier also has some characteristics that are of importance to road authorities and emergency services. Roberto Impero: "Andromeda is a modular system, built of modules of six meters, so anytime you need to open it for an emergency, you just loosen the bolts and open the module and remove one part. It also makes it very easy and cheap to replace a part of the barrier after an impact."

Invest in our safety – The Andromeda barrier was planned to be crash tested with a motorcyclist protection system fitted, but due to the COVID-19 pandemic that test had to be postponed. FEMA's Dolf Willigers: "It is great to see how companies like SMA Road Safety keep developing better and more effective road restraint systems, but this will not lead to any improvement in motorcyclists' safety if these new systems are not purchased and installed along our national roads. Therefore, we need the national motorcyclists' organizations to continuously talk to their road authorities and convince them to invest in our safety."

Written by Wim Taal courtesy of FEMA

THINK! ROAD SAFETY



Government of South Australia

DIT: MRASA PARTNER 2020- 23

WHY ARE CABLE BARRIERS STILL HURTING MOTORCYCLISTS?

Cable barriers are banned in some countries, while others still install them, despite the inherent risks for motorcyclists.

The main problem with cable barriers – or wire rope fences – are the uprights. In the event of a motorcyclist's fall, these uprights will catch the motorcyclist, with all its horrible consequences. This is essentially no different from other crash barrier variants. One difference though, is that a motorcyclist who is still on his bike and hits the cable barrier will be led to the uprights, where a standard guardrail has no protruding parts.

The argument that cable barriers are a good solution for roads where there is not enough space in the side or central reservation for a 'normal' crash barrier (preferably with motorcyclist protection) is not valid in FEMA's opinion. A shotcoming in road design should not be 'corrected' with a solution that could be extremely harmful to a specific group of road users, like motorcyclists.

In Sweden, where the cable barrier has been used on a large scale, authorities are slowly coming to the realization that it is not the best solution. Not because of the potential danger to motorcyclists, but because of the (too) high costs for repairs and replacement. Unlike regular crash barriers, it is not possible to quickly replace a damaged part. Additional problems with cable barriers: it is not possible to provide a simple passage for emergency vehicles and it is not possible to provide cable barriers with motorcyclist protection.

We (FEMA – Federated European Motorcyclist Association) are aware of the subjective nature of many of the opinions about cable barriers, but a subjective feeling of insecurity is also important in traffic. Anyone who continues to point out the lack of data that shows the lack of safety for motorcyclists would be better off investing their energy in the (further) development of infrastructure that is safe for motorcyclists.

How Road Restraints Should Be Improved

Road restraint systems, of whatever type, should only be installed where there is a real risk for a collision with an object or oncoming traffic and no

other solution – like removing objects providing a traffic risk – is possible.

New, safer types of barriers need to be developed after extensive research of collisions of powered two-wheelers (PTWs) with barriers. New standards for roadside and median barriers should be adopted to make them less dangerous for motorcyclists. The existing technical Specifications CEN/TS 17342:2019-10 should be further developed and turned into an EN standard.

New standards must include protection against hitting unprotected posts and top-side protection for PTW riders. Discontinuous protection of posts only improves the safety of PTW riders when the collision speed is very low. Therefore, only continuous protection of the post should be allowed.

No new cable barriers (wire rope fences) or other barriers with unprotected posts should be installed. When old, unsafe barriers need be replaced, they must be replaced by a safer barrier type.

Whenever a barrier is installed, the distance from the road should be as large as possible to allow for evasive manoeuvres and maximum emergency braking in the event a collision, which might reduce the force of the collision with the barrier.

Existing barriers in outer curves or other locations with heightened risk must be retrofitted with Motorcycle Protection Systems (MPS).

Introduce a common European classification system for crash barriers, based on vulnerable road users (VRU) collision friendly features.

*FEMA/FIM Europe position papers March 2023
Wim Taal*



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BANNING MOTORCYCLES

A measure to limit noise pollution prohibits the use of motorcycles in parts of the High Pyrenees Natural Park (El Parque Natural de los Altos Pirineos) in Spain. Electric vehicles and cars are not covered by the ban.

A ‘Special Noise Quality Zone’ (ZEPQA) was created, with a ban on motorcycles, quads and buggies throughout the year. This makes a large area of 80,000 hectares inaccessible to motorcyclists. The regulations described in the ‘Action Plan for the declaration of a zone of special protection of acoustic quality in the Alt Pirineu Natural Park’ distinguishes motorcycles, mountain bikes, quads and buggies as ‘particularly noisy’ vehicles, without taking into account their type or the level of decibels they emit.

The action plan includes the following:

Limit the passage of noisy vehicles to certain areas of the ZEPQA, taking into account the regulation of motorized traffic inside the park,

restricting access to certain tracks either throughout the year or at certain periods. Restricting motorised access to the entire network of forest trails and paved paths of the ZEPQA. Electric vehicles, vehicles belonging to residents of the area and official vehicles are exempt. Cars are not considered in the ‘particularly noisy’ category.

The ban may exclude motorcycles from local roads and trails but does not place similar restrictions on cars. That double standard forced Moto de Campo Sostenible (MCS), an advocacy group backed by the Spanish Motorcycle Federation, to characterise the lockdown as “unfair discrimination”. MCS is a platform that supports the users of country motorcycles, in order to ensure and work towards legislation that regulates the practice of sport and motorized access to the natural environment in a sustainable and responsible manner.

Courtesy FEMA April 2023 Written by Wim Taal



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WHY IS AUSTRALIA'S ROAD TOLL UP, DESPITE SPEED CAMERAS AND SAFER CARS?

More Australians died on local roads in the past 12 months than in the previous period, including a 20 per cent jump in pedestrian fatalities. Australia's road toll continues to climb despite the proliferation of ever-safer new cars, with pedestrian deaths in particular an area of concern.

Government data shows the death toll on Australia's roads during March 2023 was 107 people, while the 12-month period ending in March 2023 saw 1204 road deaths. Those figures mean increases of 2.3 per cent and 5.9 per cent respectively over the corresponding periods in the previous year/s, within the latter figure equating to 67 more people killed. All age groups (from 8-16 all the way through to over 75 years) experienced percentage increases, as did both males (3.8 per cent to 885 deaths) and females (12.8 per cent to 318 deaths).

While increases in road deaths were tracked across various road user groups, there was a particularly alarming spike in pedestrian deaths – which were up 22.6 per cent year-on-year. While one might suspect this is due to the end of lockdowns, the latest pedestrian death tally is higher than the period immediately preceding COVID (163 v 159).

This development once again prompted the Australian Automobile Association (AAA) to demand more detailed public data on road trauma, to help make policy that addresses the worrying trend. The AAA is the peak body for the State-based motoring clubs such as the NRMA and RACV. "Deaths are still rising, but we still have no national data on crash causes, serious injuries, road quality, or details on the people and vehicles involved," said AAA managing director Michael Bradley. "We know that pedestrian road deaths rose by 22.6 per cent in the 12 months to 31 March. But we don't know the reasons for this surge."

The AAA's 2023-24 Budget submission urges the Australian Government to make federal road funding to states and territories contingent on "greater transparency of state-held road crash data". We have road deaths by vehicle type, gender, age and region, but there's much more detailed information out there that could help tailor policy, the AAA contends.

"This would enable motorists and taxpayers to judge what's going wrong, and would guide effective road safety measures," Mr Bradley said. "It makes no sense for governments to set targets on road safety without releasing relevant data about what's working and what's failing."

While new cars are getting ever-safer, more people are dying on local roads. The 2018 calendar-year road toll was 1135 people, while it climbed to 1192 in 2022. The death figures over quarter-one of 2023 are 4 per cent higher again. It's much worse in the regions than the cities. Australians in sparsely populated regional areas are about five times more likely to die in road crashes than those in urban areas, according to the peak body for Australia's state-based motoring clubs. Contemporary data from the Bureau of Infrastructure and Transport Research Economics found the per-capita road death rate for regional Australians in 2022 was 10.6 deaths per 100,000 people, while the corresponding rate for urban Australians was 2.24 deaths per 100,000 people.

Road deaths by regions April 1 2022 to March 31 2023, compared to same period in previous years:

Jurisdiction	April 2022- March 2023	Increase YoY %
NSW	289	0.0%
QLD	281	Up 1.8%
VIC	259	Up 9.7%
WA	180	Up 16.9
SA	93	Up 9.4%
TAS	48	Up 9.1%
NT	37	Down 14.0%
ACT	17	Up 70.0%

Source: AAA

Road deaths by road user type April 1 2022 to March 31 2023, compared to same period in previous years:

Road user group	April 2022- March 2023	Increase YoY %
Driver	557	Up 2.2%
Passenger	189	Up 3.8%
Pedestrian	163	Up 22.6%
Motorcyclist	246	Up 7.0%
Cyclist	40	Up 2.6%

Source: AAA

[Why is Australia's road toll up, despite speed cameras and safer cars? | CarExpert](#)

BROKEN CHAIN

We'd just had a garage sale, and as you know, there is usually lots left over. This one was no exception and despite extensive advertising, very few potential buyers rolled up. So now to get rid of the leftovers. A mate helping me tidy up reminds me of a second hand place at Aldinga. Good idea and good time for a quick ride on the chopper.

Aldinga is only six miles distant, so won't bother chucking on the tool bag. Shall I leave my phone behind? I'll only be half an hour and I hate being a slave to that little black slab. Oh well, just in case.

Lovely weather. Motor is running a bit poorly at the moment. Back cylinder is popping and banging at idle and when throttling off. I quickly change the rear plug just in case that is it, though I doubt it. Next trick after this ride will be to swap leads, then check for exhaust leaks, manifold leaks and check pushrod clearances and points. Fire the girl up and rumble down the long drive. Blast down the road and throttle off. Hmm! Problem is still there.

Despite the silly back cylinder, I'm in a relaxed cruising mood, so the 80 k speed limit is just the ticket. Just enjoying the nice day, the rumble of the exhausts and watching the springer rockers work over the bumps.

Then the shovel gives a slight high rev and I feel the loss of traction. The back tyre starts up a scraping sound. Bugger. Busted chain? Yep. I can hear it dragging behind.

Coast to a stop on the shoulder and have a gander. Pin of the connecting link has sheared. I always carry a spare link, so grab that out with the tools. Chain is jammed between swing arm and tyre, so



I'll have to pull out the back wheel. This means getting the back wheel off the tarmac. On a few long trips when I've had a flat rear tyre, I've simply lain the chopper on its side to get the wheel out. Bit of mucking around, but doable. Also one of the reasons for a tall sissy bar, great leverage for lowering and raising the bike.

However a mate, Ken is back at home only 5 minutes away, so I give him a call. Good thing I brought the phone! Yes. He'll grab my bike lifter and be down in a sec.

Now I hate looking broken down on the roadside, so lean nonchalantly against the chopper and ring another mate who does not answer and then do some googling until Ken's white ute appears in the distance. Gotta look cool if you are a chopper dude!

Jack the bike up and remove the rear wheel and unjam the chain. Hands now slimy with grease and chain wax! Always carry rags for just this situation. Battery box which is mounted on the left behind the chain case has to be removed and then we rethread chain over countershaft sprocket.

While I am doing this a bloke on a Jap offers help, but thanks mate, all under control. He takes off... No way those pipes are stock!

Wheel back on. Tools packed away and a lady pulls up and comes over to offer assistance. We get talking. She rides a Panhead. Until recently she had a 48 Sporty...but wrote it off

when the spokes on the front wheel collapsed at 110kph. She copped a fair bit of damage too, but will shortly be back on the Pan. We exchanged numbers and will catch up. There's always someone interesting to meet, isn't there?

Ken helps pack up, grabs the lifter and then heads for home. I get on with my task... A 20 minute exercise that stretched into an hour. But all part of the adventure of riding. Prof

SAPOL NEWS

Vulnerable road users get a lot of attention in the accident stats, in reports and in short-term and long-term plans by government to make the roads a safer place, to minimise harm and death, particularly in areas where the roads are shared by different types of users. We're talking here about cyclists, pedestrians, motorcyclists and other powered two-wheelers (PTWs) and more recently, e-scooters.

Sixty-seven people have lost their lives on SA roads so far this year compared to 41 at the same time last year. Of those lives twelve have been motorcyclists, three cyclists and eleven pedestrians. The loss of eleven pedestrians accounts for a 120% increase compared to this time last year.

Recently over 10-16th July SAPOL ran what they dubbed Operation Vulnerable. They paid particular attention to ways in which vulnerable road users flouted the road traffic act. The operation was state-wide and a number of people were issued cautions and expiation notices.

- 422 expiations were issued relating to cyclist offences of those 265 were cautions.
- 355 expiations were issued relating to pedestrian offences of these 318 were cautions. (Particular attention was paid to jay-walking in the Adelaide metro area)
- 41 expiations relating to e-scooter offences of these 38 were cautions.
- **32 expiations were issued relating to motorcycle offences of these 9 were cautions.**

In addition to this almost 9000 motorists submitted to driver screening. Thirty-six people were over the legal alcohol limit while 92 recorded a positive reading to drugs.

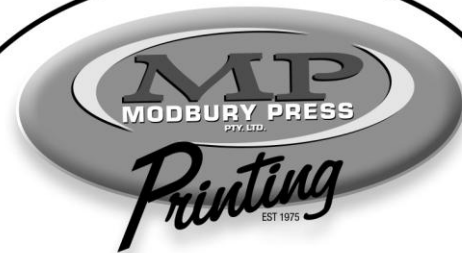
Note my emphasis. Way to go guys! Maybe this means that motorcyclists are finally getting the message about safer riding and that it's time for other road users to lift their game.

Harald Lindemann

Source: SAPOL - Operation Vulnerable results (police.sa.gov.au)

TEXT TO WIFE:

"Honey, I know I said I'd be home about now but me and the lads have just made a stop and decided on a short addition to our bike ride. Don't worry, it's not that long. If you don't see me within 30 minutes read this message again."



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Keeping Business LOCAL

SECOND-HAND HELMETS

To answer some queries from members the MRASA position on the purchase of second-hand helmets is that we oppose the commercial resale of helmets (by second-hand shops, op-shops etc.) as their provenance is unknown. It may look good but you don't know how old it is, if it's been dropped, or how its safety aspects may have been compromised. In a private sale (from a mate or the open market) you can get some of that information and make a more informed decision about the helmet.

The MRASA is preparing a formal position paper on this issue and there is a detailed article on this subject in the September 2019 issue of Centrestand (p.5).

M/C & FIRE EXTINGUISHERS

In Romania the highway code does not distinguish between cars and motorcycles. As a result, a motorcycle must carry a fire extinguisher, a first aid kit and two reflective triangles.

Until recently, the police ignored these provisions and did not impose fines on motorcycle and moped owners. This has changed and the motorcycle community has been outraged by several cases in which fines have been imposed for the lack of the extinguisher and the set of reflective triangles. However, the law is clear and requires the presence of these elements, which makes the fines given by the police to be correct from the perspective of law enforcement. So, it is up to the traffic police to decide whether or not to enforce the law.

Almost 8,000 signatures were collected in 7 days by the online petition initiated by MotoADN, the Romanian motorcyclists' association – and a member of FEMA – to eliminate the obligation to carry a fire extinguisher, reflective triangles and a medical kit on motorcycles and mopeds.

97% of respondents of a survey supported the elimination of the obligation to have a fire extinguisher and reflective triangles on motorcycles and mopeds. 88% also supported the elimination of the obligation to have a first aid kit for motorcycles and mopeds (A first aid kit is the only element mentioned in the law that some motorcyclists take with them when they go out in traffic, if they have storage space). 65% consider that it would not be necessary to introduce the obligation of motorcyclists to wear a reflective vest.

There are technical and road safety arguments to remove the extinguisher and reflective triangles:

Fire extinguisher – unlike cars, motorcycles are equipped with a power switch, but also power supply. Moreover, in the event of an impact, the existence of a pressure device on a motorcycle poses a real danger to those involved in the accident. This makes the existence of a fire extinguisher unjustifiable.

Reflective triangles – The motorcycle and moped are small enough to be moved off-road when they are defective or involved in minor accidents. As a

result, it does not require the use of reflective triangles. In the event of a serious accident, when it is forbidden to move the motorcycle from the scene of the accident, the police must intervene, and thus can secure the place, more effectively than by using reflective triangles.

First Aid Kit – In the event of an accident with personal injury, the motorcyclist's protective equipment causes minor injuries, such as scratches, cuts, to appear only in combination with other more serious problems, which require the intervention of a rescue service. The medical kit is thus useless or can even be dangerous if used by non-specialized personnel in such situations.

Source: MotoADN May 2022

ROMANIAN SUCCESS

The obligation for motorcyclists in Romania to carry a fire extinguisher, reflective triangles and a first aid kit has been cancelled.

Romanian motorcyclists' organisation MotoADN – a member of FEMA – played a significant role in the political process to end this obligation. MotoADN launched a petition requesting the Romanian Parliament, the Ministry of Transport and the Ministry of the Interior to exclude motorcycles and mopeds from the obligation to carry have a fire extinguisher, reflective triangles and a first aid kit. The petition gathered more than 8,000 signatures in just a few days.

The end result is that a draft law that provides for the elimination of the obligation for motorcyclists to have a fire extinguisher, reflective triangles and a first aid kit was recently approved by the Senate, with 117 votes in favour, no votes against and one abstention.

The group of initiators to change the law is represented by Senator Cristinel Gabriel Berea, a member of the Romanian motorcycle community.

Source MotoADN and FEMA December 2022

This is a good example of why there is a need for and why riders need to support an independent and effective motorcyclists' representative body to government. Ed.

RECYCLE AND REUSE

In Sweden motorcycle scrapyards recycle 80-100% of each motorcycle, proving once more that stricter European recycling regulation is not necessary. All whole parts are disassembled and sold to motorcycle customers. Parts that are not sold are recycled within the framework of current regulations for plastic, liquids and metal.

Europe has rules in place for the collection and destruction of cars that have come to the end of their life. Motorcycles are exempt from these rules. The European Commission now plans to revise the End-of-life Vehicles Directive (EOLVD) and explores the need to have powered two-wheelers included in the scope.

SMC, The Swedish motorcyclists' association (a member of FEMA) surveyed Swedish motorcycle scrapyards; the survey shows that they have been working in a sustainable way for many years. There is no reason why the EOLVD should cover motorcycles and mopeds. SMC contacted nine companies dealing with scrap motorcycles. Five have responded and together they handle around 700 motorcycles and 500 mopeds per year.

The sale of used parts enables motorcycle owners with small budgets to keep their vehicles roadworthy and allows older motorcycles to continue running. Rising prices for new spare parts mean that more people are relying on the second-hand market. As manufacturers do not want to hold large stocks over long periods, the need for second-hand spare parts is generally increasing. They also do not produce large series of spare parts for more recent models.

Which motorcycles end up in the scrapyard?

Almost all motorcycles that end up in scrapyards are purchased from insurance companies. These are crashed motorcycles where the companies judged it would be more expensive to repair them or deemed them not to be roadworthy. The motorcycle owner receives a sum equivalent to the market value of the motorcycle, or an equivalent motorcycle and the bike is sold to a scrapyard. It is the responsibility of the motorcycle scrapyard to report the motorcycle as scrapped to the Road Traffic Register.

Who buys second-hand?

Three quarters of all motorcycles in use in Sweden are ten years old or older. It is mainly motorcycle owners with older motorcycles who buy used parts. When the warranty expires, many people do the servicing themselves. The high price for new parts, or the lack of new parts are reasons why people choose second-hand. The need for used parts will not diminish. The SMC survey also showed that motorcycles are being scrapped rapidly in the dirt bike category and there are limited sets of parts compared to road bikes. They must rely largely on used parts.

Another large category of buyers is builders, where there are two categories: those who buy new parts and those who buy second-hand parts. The Swedish Vehicle Builder's Association, SFRO, inspects between 100-150 rebuilt and amateur-built vehicles per year before they are finally approved for the registration. SFRO sees no problem with the use of used parts, they are often of high quality. Examples of commonly used parts on amateur and rebuilt vehicles are brakes, wheels and tanks. The used parts are bought partly through scrapyards and partly at swap meets. Availability of used parts is important for builders.

Europe's End-of-Life Vehicles Directive

In Europe, there are rules on how to collect and scrap cars. Motorcycles and mopeds are excluded from the regulation, but a review of the EOLVD is now underway, and discussions are to include them as well. The companies contacted by SMC responded that there is no room for increased bureaucracy and administration in this area. They don't scrap that many motorcycles and if it gets too bureaucratic, they will stop doing it altogether. Nobody believes that this is good for the motorcycle community in the long run.

Keep motorcycles out of the directive

SMC notes that the motorcycle community has been working on sustainable management of end-of-life vehicles for many years, long before sustainability became a buzzword and a political issue in Sweden and the EU. SMC also notes that there is no need to include motorcycles and mopeds in the EOLVD. It risks reducing the reuse and recycling of scrapped motorcycles and mopeds if companies' close operations due to increased bureaucracy.

*Written by Maria Nordqvist (SMC) Nov 2022
Courtesy of FEMA*

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

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Yamaha World	Discount on request	8297 0622	949 South Rd Melrose Park

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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

The Consumer Rating and Assessment of Safety Helmets (CRASH) <https://www.motocap.com.au/about-crash>

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MOTORCYCLING AROUND THE WORLD

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Note: 8 General Member positions for the Committee remain unfilled and will be appointed by the Committee. If interested contact Ebi or Cathy.

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Gender M / F Blood Donor? Please send info

Do you ride a Motorcycle Scooter Other

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