



Riders' Advocate

Pink



Ribbon
& GP



Rides



Inside:
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GP and Bike Expo Pics
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and overseas
Toy Run Update
4Bs Report

The logo for BikeSales.com.au features the word "bikesales" in a bold, black, lowercase sans-serif font. The "i" in "bikesales" is stylized with a red outline and a red dot. The "e" in "sales" is also stylized with a red outline and a red dot. To the right of "bikesales" is the ".com.au" domain in a smaller, black, lowercase sans-serif font. A red swoosh underline is positioned beneath "bikesales".

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From the Editor's Desk

The past couple of months have been busy, what with the GP run, Motorcycle Expo, more news regarding roadside furniture and preparation for the Toy Run. Unfortunately, there has also been some goings on with regards to internal matters.

Damien Codognotto and the MRA came into dispute over matters arising from comments made regarding another MRA member some time ago. Dispute resolution was entered into, but with nothing positive forthcoming Mr. Codognotto's Life Membership has been terminated. More info on this is in these pages.

Our treasurer, DJ McCarthy has tendered his resignation, due in part, to the issues surrounding this sad and sorry affair. He will be sadly missed from the organisation.

Editorial Integrity

I have to make something perfectly clear to all members and others who read this publication. In an online forum titled "Melb-moto", Damien Codognotto made accusations that the editorial content of the newsletter is tightly controlled by the Board, and that anything that doesn't comply with the views and wishes of the board does not get printed. Further, it has been alleged that I, as the editor chop and change articles to take them totally out of the authors' original context. He also said that I wouldn't print any of his contributions.

None of this is true. In fact, the first time that most of the Board gets to see what's in the newsletter is usually the final draft before going to the printers. It's never been knocked back. Now, if the Board or anyone in a position of authority ever dictates to me what can or cannot be printed, then I will step aside immediately.

Articles that are offered for inclusion in the newsletter are subject to editing. This is on the basis of clarity, brevity, spelling, grammar, and not least, to ensure that they are not defamatory in any way. 99% of the articles that I receive go in as is, or with minor tidying up. There are some that require some heavy editing so that they are readable. But I never, ever change them to misrepresent the author's intentions of the articles. With respect to Mr. Codognotto's claims of rejecting articles, he made the claim that I wouldn't print his. He took umbrage that his articles were subject to the same policy as everyone else's. He made the stipulation of his contributions that "use them as is or don't use them at all."

He chose to withdraw them, not I.

When I rebutted his claims his silence in the matter was deafening. I don't expect to get an apology from the man, but there may be some who might believe his claims.

The Pink Ribbon Ride

Last weekend I participated in my very first Pink Ribbon Ride. It was a fantastic event, one that raises awareness of breast cancer and raises badly needed funds that go to help research and to help support the victims. It was estimated that there were around 1,300 bikes and many more people in attendance. We got to meet super stars such as Tara Moss, super model and author and Anthony Rocca, the mighty full forward from the Mighty 'Pies.

Over \$25,000 was raised for this worthy cause. now, roll on the next great worthy cause - the Toy Run.

Contact the MRAA

MRA Australia Headquarters:

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Dandenong South VIC 3175

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Fax : (03) 9794-5509

MRAA Board Members

President: Dale Maggs, (0432-776-458)

Vice President: Austin Webb, (0421-886-114)

Secretary: Tony Ellis

Treasurer: Position vacant (was held by DJ McCarthy)

Membership Secretary: Kerry McKinnon, (0439-580-896)

Ordinary Board Members: Gavin Stilgoe, Rik van Zuylenkom

Other Positions

4Bs Co-ordinator: Kerry McKinnon (www.4bs.org.au)

Road Safety Reference Group Rep: Wendy Taylor

Blood Challenge Co-ordinator: DJ McCarthy

Newsletter Editor: Martin Taylor

VMAC Rep and AMC Delegate: Tony Ellis

Events Co-ordinator: Dale Maggs

Office Hours:

Tuesday - 7pm to 9pm

Saturday - 10am to 3pm

Email: mraa@mraa.org.au

November 06 QGM

The November 06 Quarterly General Meeting (QGM) will be held at MRA HQ, Quist Court in Dandenong. on Saturday, 25th Nov, commencing at 1 pm sharp. Please check the MRA website (listed below) for updates.

MRA Website: www.mraa.org.au

MRA Forums

The MRA has an online web based forum where you can get involved in policy discussion, hear what's happening, and so on. Surf to: mraa.org.au/forum/modules/newbb/

ARE YOU INJURED?

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AMC Report

Front Number Plates off the Agenda.

Here is a short interim report from your AMC representative to the NRSS Panel.

With pleasure, I announce that Front Numberplates for motorcycles is OFF the national agenda. Common sense has prevailed

The National Road Safety Strategy Action Plan for 2007-2008 has just been released.

Below here is the text from the release to members of the NRSS Panel. That text includes web links to a press release from the Federal Ministers and to the whole Action Plan document.

I am pleased to inform you that the National Road Safety Action Plan 2007 and 2008 was approved today by the Australian Transport Council. Release of the new Plan was announced in a joint media statement by Ministers Lloyd and Vaile at:

www.ministers.dotars.gov.au/jl/releases/2006/October/L130_2006.htm

and the document can be accessed directly from the ATC website at the following address:

www.atcouncil.gov.au/documents/nrсс_actionplan_0708.pdf.

Front Plates have disappeared. A quiet celebration of relief is in order. We can tick the box that says "done". It would be bad form to red-rag the administrators on this, just take it away and quietly let your troops know reason finally prevailed. Working with other parties such as the FCAI and AAA and gathering support from agencies through short papers and explanations has brought this chapter to a close.

Essentially, Front Numberplates as an issue was generated by the biggest problem we as rider representatives have to engage. That problem is ignorance.

In the absence of understanding, people make up weird stuff. Our role is to read, learn and understand and then argue the case with logic and reason.

Political "punishment" also played it's part, as we dared to oppose the proud mandarins of the various public services, who then dug in their heels.

The passage of time has seen some of these people move on and those who remain become variously more reasonable or more cunning. At this stage, reason and common sense have come to the front, so we need to encourage this and give rewarding praise to the NRSS Panel members.

This particular NRSS AP is the best I have ever seen. There is evidence of open minds and thoughtful inquiry. (still a few outposts of dogma in there)

This document now sets the agenda for road safety in Australia for the next two years.

Guy Stanford

MCC of NSW

Roundabout Furniture

Vic Roads Installs Plastic Poles at fatality Site. The MRAA received advice from Casey TMU today that Vic Roads contractors are replacing the metal poles and chevrons with plastic poles at the site of a motorcycle fatality over the Moto GP weekend on Sunday 17th September.

Vic Roads Responded to MRAA Advice. Following the motorcycle fatality over the Moto GP weekend on Sunday 17th September, President of the Motorcycle Riders Association, Mr Dale Maggs, called for input from riders. That input included the following:

A. Construct the arrow signs using plastic posts. Why do they need to be made from "unforgiving metal"?

B. Conduct an Audit of all existant highway roundabouts to identify likely similarities to this accident. What must be done is to identify the "braking line" and remove objects from the path of a sliding motorcycle. A simple risk analysis should sort this out.

C. Re - Locate "direction signs" or remove them altogether. Highway roundabouts are a "psychological barrier", most will see them - it would be safer to let vehicles run over them as opposed to putting any objects in the roundabout which will scratch a car but kill a motorcycle rider.

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D. Why not paint the concrete sections in a “zebra stripe” fashion? Do the arrow signs really need to be the extant design? Do they need to be located there at all?

The MRA today applauded Senior Management of Vic Roads Safety Division in taking this initial step to make Victoria’s roads safer for motorcyclists.

Letter to the Editor

Roundabout Furniture

My name is David and I spoke to you to-day regarding the death of a motorcyclist on the south Gippy highway on Sunday the 17th of September. I was very sad for the rider and his family and also very angry at all those involved at Vic roads, local council, the road construction company and all those involved in the construction of the two roundabouts at Tooradin and Lang Lang.

In my opinion they are responsible for what has happened. I am a motorcyclist and my job is truck driver I travel on that road a number of times a week and when I saw the type of roundabout that was being constructed I couldn’t believe what I was seeing.

When driving my truck I have to merge into the right lane and block all the vehicles so I can get around the roundabouts. If I do not take this action I will run over the left side shoulder and drag my trailer over it and then on my right side the trailer will run over all vehicles that is next to me.

I have followed two cars that were in front of me and went into the round side by side they nearly hit each other.

Vic roads did not consult with any transport companies, otherwise these stupid roundabouts wouldn’t have been built.

Vic roads have a duty of care they have fail to all persons that have been injured.

Q. Why at a huge event people from all over Australia are going to use this road by motorbike, car, and truck there was no flashing signs before the two new roundabouts? Yet on the Westgate FWY there is flashing signs saying speed cameras are saving lives. Bullshit!

The motorcyclist that died on that Sunday morning speed did not kill him. Inappropriate signs, lights etc., and most off all, stupid people that are in these positions that have not got a clue give the OK to go ahead with these road works.

We all need get in contact with all other motor bodies like the RACV and get it changed NOW. I have contacted VIC roads and I still waiting for a reply. I am not holding my breath.

REST in peace, our fellow rider.

David, truckie and motorcyclist.

Vic Roads Reacts to Rider Safety Advice on Plastic Posts

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Gippsland Christmas Toy Run

2 December 2006

GET YOUR BREAKFAST AT THE TOY RUN

Over the years of running the Gippsland Motorcyclists Toy Run, we have become aware that many riders travel long distances to reach our starting point, and, upon arrival, search out fast food outlets in order to get some breakfast under their belts. To provide a service to these and others interested, this year we have invited the Traralgon Lions Club to provide a cooked breakfast service from 9.00am until we depart at 11.00am. Believe me one of Traralgon Lions legendary egg and bacon sandwiches are guaranteed to get you through till lunchtime.

Similar to previous years, staff of Latrobe City will be providing free tea, coffee and biscuits and we will also be selling Toy Run patches and raffle tickets. Proceeds from any raffle tickets that your members have been able to sell prior to the event can be handed in to our sales staff on the morning.

We are very conscious of the slow lunchtime food delivery of last year and have taken steps to overcome this. One of a range of options that we are trying is for riders to purchase meal tickets at Traralgon prior to the commencement of the ride. This will provide for an immediate delivery of food at the Moe end, and give you more time to kick back and enjoy your time there.

We are expecting a bigger than ever response to this year's Toy Run and that translates into more benefit for those families who are doing it tough at Christmas time.

We look forward to seeing you there again.

Alf Vella & Bill Roberts

TOY RUN CO-ORDINATORS

The Great Scooter Rally

With a choice between marshalling on the Pink Ribbon Ride and hanging out with Tara Moss or taking the opportunity of piloting 50cc's of screaming power through Melbourne's coffee streets with the inaugural VACC Scooter Rally, there was only one choice. Being a caffeine addict I had to take the scooter.

The first VACC Scooter Rally was set up to be an awareness raising ride for scooters and a political ride calling for consideration of all powered two-wheeled vehicles in the State Transport Plan. Based on the points arising from the VACC motorcycle forum earlier in the year, it called for Safe Routes and proper road sharing – filtering, shared bicycle lanes and motorcycle safety boxes.

The Rally was a resounding success with hundreds more turning up than the organisers had anticipated. Nearly 400 scooters fronted. The range was from the 650 and 500cc Suzukis, Yamahas, Gileras etc. down to numerous 50cc Bolwells, TGBs and the little Hyosung I had for the occasion. A lot of classic models were there, I recognised a BMW C1, a Heinkel and a Goggo scooter as well as an original 1951 Vespa in excellent condition. Dave Lloyd and his wife were the only other MRAA members there that I recognised however.

Starting from Luna Park, the route went along Marine Parade, Glenhantly Road, Acland Street, round Albert Park and up Clarendon to Flinders Street. Turning up Elizabeth Street and going around the Victoria Market and down Victoria and Brunswick Streets along Alexandra Parade to Lygon and finishing at Argyle Square in Lygon Street. The only drawback on the day was the corner marking (or lack of) – this resulted in several groups splitting off from the main ride due to red lights etc. Not a real problem however and something which I'm certain will be fixed for next year. Particularly noticeable was the amount of goodwill towards the riders as they went past the cafes of Acland, Brunswick and Lygon Streets – lots of waving and smiles. During the speeches at the end, the MRAA were thanked for their support and the ToyRun got an excellent plug.



Tony Ellis and the Scooter. Hells Belles, eat your heart out.

As for the Hyosung – I was pleasantly surprised. Despite being a little small for me (I'm not the lightest person around) it carried me without too much protest. It only had a few hundred kilometres on and was still feeling a little tight; however it pushed along at a steady 50kph and actually hit 55 at one point. Handling and brakes were excellent and I always felt confident on it. The CVT makes it surprisingly quick off the mark up to

about 30kph; it also led to the usual embarrassment when a motorcycle rider gets onto an automatic scooter for the first time in ages – take it off the stand and give the engine a rev! (Fortunately no one was in front when it lurched forward). While I couldn't see myself on a 50cc for commuting, I would be very happy commuting on something just a little physically bigger – for someone living close it who was appropriately sized it would be a fun and economical commuter though.

Thanks to Peter Dunphy, VACC, for providing the Hyosung. Tony E.

Scooting Freestyle

Lorna and I enjoyed the rally on Sunday, and we were more than impressed with the Honda @125 kindly lent to us by our association supporters Freestyle Honda at Seaford.

After weighing ourselves complete with riding gear and checking the manual for maximum load we came in right on the money at 180kg (Lorna doesn't really look that heavy does she?) I then inflated the tyres to the recommended level, did the safety check, got the manual out again to figure out the brake lock, a handy little device to stop the scooter from rolling off the side stand and to warm the engine whilst on the centre stand.

I filled her up with standard unleaded and left Somerville for a leisurely ride down the coast road to the city. It was a bit brisk at 8:00 am and dodging the cyclists added to the fun, what with a polite little toot and a wave as we passed acted both as a hello and a warning that we were passing. It's so easy to be courteous on the road and it pays dividends especially when you're on a fashion statement like the @125.



Scooters galore. Gathering at Luna Park

We stopped for breakfast at Parkdale Beach cafe where we could watch the tide roll in and marvel at the activity on the bay, with our view being interrupted by the people stopping to admire the scooter. We had another look at the manual to figure out how come this rear brake works so well, better than the front brake? I don't believe what I'm reading, I ride a BMW sports tourer with the latest engineering advances incorporated into this marvel of German engineering and this Honda @125 scooter has a four stroke liquid cooled engine with dual damper swing arm, an advanced combined braking system operating a rear drum and hydraulic twin piston disc on the front. In simple terms it handles extremely well and stops very well even for a novice rider.

Off we go again, down the gravel path, up the grassy hill and back onto the beach road, passing a fellow motorcyclist on his Kawasaki Ninja. I give him the nod, the universal bikers

gooday. He ignores me. A quick check - yep that's a Ninja, not a Harley. Then it dawns on me. I'm not on my bike. I'm on a scooter. So it's head down and into the racing position. Lorna crouches down with me as we accelerate to 70 km/h and fly past just as the 70 speed limit sign comes into view. We sure showed him. Don't mess with grannies on scooters.

We arrived at the rally point at Luna Park at 9:30 am. That's 90 minutes including breakfast. Not bad. I am starting to like this scooter. I check the medication but then I notice something different - a lot of chic good looking women riding scooters. I practice my Italian (*bongiorno, ciao, latte*).

When the pain stopped Lorna pointed out the new 600cc Silverwing that had just gone around Australia in 15 days. Then it was time to mount up for the 90 minute rally to Lygon Street, zipping through the esses at Albert Park, in and out of the traffic, up the hills over the railway tracks, crawling in slow procession all with two up.

This nippy little 125 was sure footed all the way. After arriving at our destination and listening to speakers, collecting our booty of show bags it was time to head for Victoria Markets.

Parking out the front on the footpath (another advantage of scooters) we did the cosmopolitan tour and taking in all the exciting aromas the markets with their endless variety of stalls and street entertainment.

I was amazed at what we have managed to stow under the seat. I'm thinking how much more I could carry if I utilised the carry latch up front designed for your shopping bags and what if I had the genuine Honda top box. This is a real pack horse!

It's back on the beach road accompanied by a GSX 750 that had trouble getting away from me whilst maintaining the speed limit. We stopped at Mordialloc for fish & chips where we ran into another BMW rider, had a chat about tyres. He told me he was having trouble with his ABS system and talked about paralever suspension etc., We turned the key on the scooter which fired into life immediately and the two of us were back on the road without a care in the world.

The fuel cost \$4.97. Where can you get that much bang for your buck? Even if public transport was free you would still be better off on one of these, with almost no pollution, heaps of carrying capacity, stylish and fun.

Dave Lloyd

A special thanks to Freestyle Honda, Seaford for providing the @125 Scooter



Dave & Lorna Lloyd (sorry about the photo, it's all we got - Ed)

TAC to sponsor 2006 Toy Run

President of the MRAA, Mr Dale Maggs, today announced the TAC has agreed to sponsor the MRAA ToyRun for 2006.



Santa, what happened to your reindeer???

Mr Maggs stated that as an event which has always placed a premium on safety, the Toy Run welcomed this sponsorship. The 29th annual MRA Toy Run, Melbourne's most prestigious motorcycle run is due to be held on December 10. Starting from Latrobe Street near the Flagstaff Gardens and finishing in Williamstown, this colourful ride has become a feature of the Melbourne events calendar.

With over 10,000 decorated motorcycles this event has enjoyed support from Melburnians of all walks of life and has enjoyed from celebrities such as Ross Ryan, Rod Quantok, Eric Bana and Cathy Freeman. Led off every year by Santa, selected celebrities and a group of decorated trikes carrying injured riders it has contributed hundreds of thousands of dollars of toys and cash to be handed out at Christmas to those less fortunate.



You too can be a part of the 2006 Toy Run and revel in the atmosphere

The Salvation Army will once again be the chosen Charity this year. Details of the MRAA Toy Run and other Toy Runs around Australia can be found at www.toyrun.org.au

Mr Maggs stated that along with the TAC, bikesales.com.au and QBE Insurance have been confirmed as major sponsors for 2006.

Norway Bans Cable Barriers

On Friday 4th August the Norwegian Minister of Transport, Mrs. Liv Signe Navarsete, announced a ban on the use of cable barriers. She did so after years of lobbying by FEMA's member organisation, the Norwegian Motorcycle Union (NMCU). "Finally, we see an end to the egg slicers", said NMCU chairman Jan-Fredrik Moller.

Since the early nineties, the NMCU has spearheaded the struggle against cable barriers, or wire rope fences, a design not at all developed with motorcyclists' safety in mind. In a press conference outside the Department for Transportation in Oslo, Norway, the Minister of Transport, Mrs. Liv Signe Navarsete, made the following announcement:

"I have, in agreement with the Norwegian Public Roads Administration, reviewed the objections from the NMCU, and examined the case more closely. Today I have this message to the NMCU and the Norwegian motorcyclists: The Public Roads Administration shall hereafter use crash barrier types that offer a high level of safety for all groups of road users. This implies that there will be no more road stretches fitted with cable barriers, beyond those already installed".

The Norwegian Public Roads Administration has argued that cable barriers cost a lot less than other barrier designs. While it is true that cable barriers are cheaper to purchase, maintenance costs have proven to be astronomical, and thus the total cost ends up comparable to other designs. "We are very pleased that the Minister of Transport has heard our objections, and we're grateful for the wise decision she has made. This is a victory for road safety, for the NMCU, and for all motorcyclists in Norway", said Jan-Fredrik Moller, facing massive applause from the motorcyclists present.

There's a growing scepticism towards the use of cable barriers throughout Europe. Denmark has removed all theirs, the Dutch Parliament decided last year to ban cable barriers and even prominent members of the European Parliament (MEPs) have now suggested a ban in the European Union. In this respect, Mrs. Navarsete's wise decision is in accordance with the developments in the rest of Europe.

NMCU's success supports FEMA's fight on European level. During a meeting in the European parliament on Wednesday 19 April 2006, FEMA informed MEPs about the dangers connected with the use of crash barriers. With standard crash barriers motorcyclists will often slide under the barrier, instead of being guided. A collision with one of the supporting poles often leads to fatal injuries. The safety of motorcyclists can be improved by adapting crash barriers with elements that prevent riders from hitting the poles. But with cable barriers not only the posts, but also the cables pose a threat as they can have a cutting effect that might lead to amputations. This type of crash barrier has earned the nickname, the 'egg slicer', for a reason. The stories of motorcyclists who have survived encounters with the cable barriers are horrifying.

FEMA therefore calls on the European Commission to include motorcycles in the testing of crash barriers within the current EN 1317 standard, so that crash barriers can be made safe for all road users. Or to develop a new standard, parallel to EN 1317, focussing on motorcyclists' specific safety needs since that is absolutely not the case at this moment.

*Issued by
The Norwegian Motorcycle Union (NMCU)*

Honda training counters hazards

It's a dangerous world out there for motorcyclists. They share Australia's roads with all sorts of potentially deadly hazards - cars, trucks and even other motorcyclists contribute to the risks on a daily basis.

Manufacturers say rider training is the key to survival, and many offer the service through their dealership networks. But now Honda Australia is taking the pledge a step further, introducing a computerised training unit that it hopes will soon be available to every new motorcycle owner.

Honda Australia Rider Training (HART), a registered training organisation fully owned by the manufacturer, launched its state-of-the-art simulator during this month's Australian Motorcycle Grand Prix at Phillip Island in Victoria.

Spectators were able to test their skills on the system, which is already helping Japanese riders prepare for the road. They were taken through a wide range of scenarios including city traffic, touring and off-road riding. The simulator even allows users to distinguish between small, medium and large-capacity machines.

The trainer looks and feels like a genuine Honda product but is much more compact and portable. It features standard handlebar and pedal operations linked to a Windows-enabled video monitor at the rider's eye level. HART National Manager Mark Collins says the animation and controls have been designed to be as realistic as possible.

"The controls are simple and are exactly the same as any motorcycle," he said. "They are designed to teach new riders clutch, gearshift, braking and hazard perception skills."

Honda Australia MD Stuart Strickland says HART is taking rider training to an important new level. Once the trainer is rolled out to a wide range of retail outlets, HART will be the only training organisation using a simulator to teach rider safety and hazard pre-emption.

"We want our customers to be able to walk into a dealership, buy their motorcycle and have a session on the simulator," he said.

Customers will receive a personalised tutorial and assessment, with individual guidance based on their results. Instant replays from various angles will offer extra assistance.

Honda Australia has not announced when the rollout of simulators will occur. For the moment it has one unit - stationed at HART's training range near Melbourne Airport.

Treasurer Resigns

DJ Mcarthy, better known to all as the treasurer, has resigned from the MRAA Board over an incident after the special meeting on the 30th of September,

The board has accepted DJ's resignation, and is currently looking for a member to fill in this position until the next AGM in 2007. The role involves managing the Finances of the MRA on an ongoing basis, and there will be assistance from the board when required.

The departure of DJ from the board will be missed, as DJ is well known for his involvement with the MRAA for the last 20 years. DJ is still a current member of the MRAA and is still a valued member of the motorcycling community.

MRA 2006 Calendar

2006 Quarterly General Meetings

25th November

12th December - MRA Toy Run

Monday Nights

Advocacy meetings, normally on the 1st Monday of the month are on hold for this year. Due to a lack of attendees and that Michael Czajka will be undergoing full time study this year, there aren't the resources for this year.

Michael's involvement in the MRA and associated committees such as VMAC, ATSB, AMC, CARS & other ad hoc committees will also be reduced or cease. We will be looking for volunteers to take over from Michael where possible. You can put your hands up at the AGM if you're interested.

Tuesday Nights

Board Meetings, 1st Tuesday of the month, 7.30pm at Quist Crt. All members welcome.

Events Committee, 2nd Tuesday of the month, 7.30pm at Quist Crt.

4Bs, 3rd Tuesday of the month, 7.30pm at Quist Crt.

Wednesday Nights

MRA HQ in Quist Crt, Dandenong for coffee and nibbles, while we watch our own local home grown bike show Two Wheel Torque on Channel 31.

Trivia nights are held at the Quiet Man Irish pub at 271 Racecourse Rd, Flemington. Our team usually meets at the pub around 7:50pm. Just look for the helmets.

Friday Nights

Riders meet for coffee at around 6pm at the Bear Brass Cafe, Southbank and usually finishes up around 9pm. It's not an MRA specific event. All riders are welcome.



MRA HQ at Quist Crt, where you can drop in for a cuppa and pizza and watch Ch. 31's Two Wheel Torque bike TV show.

**Government is hypocritical say
Motorcycle Riders**

While welcoming the announcement that the MotoGP would remain at Phillip Island for another five years, the President of the Motorcycle Riders Association, Mr Dale Maggs lashed out at the Government for its blatant hypocrisy over motorcycling.

The only time that they display any interest in motorcyclists is when they can make money out of us said Mr Maggs today. The Government has lost no time in announcing the retention of the MotoGP however there has not been a word concerning any of the issues relevant to motorcyclists in Victoria. We have still not heard a word from the Minister for Transport concerning motorcycles place in a Transport Strategy, we still pay an additional levy (including a tax on a tax) and the Government is determined to keep murdering motorcyclists by expanding the use of Wire Rope Barriers.

It is quite telling that first the Netherlands and now Norway (see attached) have banned further use of WRBs (also known as cable barriers). These barriers not only present a danger to riders, but are extraordinarily expensive to maintain and, in fact, are ultimately more expensive than less dangerous barriers.

Motorcycles and scooter sales are going through the roof at present, but this Government continues to ignore this (except for continuing to accept the \$50+ contribution to the state's coffers). How long will it take to recognise that we are legitimate road users and that we vote.

Fake Honda Parts doing the rounds.

Honda Australia has issued a warning to their customers to be wary of genuine products being advertised for sale by independent operators at prices higher than the recommended retail.

The issue was recently brought to light when online advertisements and auctions that quote a much higher price for a genuine part started to appear.

Honda Australias Parts Operations Manager, Cliff Dawson explains.

For example, a brand new Honda CBR250R MC19 Fuel Pump was advertised through one well reputed online operator at \$225 plus postage. However the actual recommended retail for this item is \$179.10.

The person advertising this part also claimed that it is a hard to find one, however we have these fuel pumps readily available through our extensive Dealer network.

Another example included a CT110 (Postie Bike) Owners Manual with a manufacturers recommended retail price of \$7.00. This manual was being sold for \$21.50 or more online.

We always hear of the perception that genuine parts pricing is expensive. However, it seems that some sellers pricing is way over

the top. The unsuspecting buyer ends up paying dearly for it, and are probably none the wiser, he added.

Ultimately it pays to check according to Dawson.

Before rushing in and purchasing from anonymous parties on the web, buyers should check with their local Honda Dealer as they have all the necessary information to ensure the customer is supplied the correct part for their Honda at the right price.

For the location of your nearest Honda Dealer, log on to the Dealer Locator at www.hondampe.com.au

Pink Ribbon Ride

OH MY GOD - WHERE DO I START?

First: An ENORMOUS congratulations and thank you to ALL that participated in the 2006 Pink Ribbon Motorcycle Ride - I am sorry to hear about the few little offs, but I hope that the bruises heal quickly, and the bent bits are easily fixed.

Second: We are still tallying final numbers, but the preliminary estimate is 1,300 motorcycles in attendance, and approx 1,600 people PLUS around 200 more spectators at Maroondah Dam - our planning centred around 800-1,000 bikes, so the end turnout was nothing short of SPECTACULAR. At one point the line of riders measured 15 km from start to finish.



Some of the Special Guests for the Pink Ribbon Ride. Get well, ladies.

Third: Still adding up total proceeds, but I am confident that the final donation to National Breast Cancer Foundation will be well in excess of \$25,000 - it will take us a few days to sort out all of the transactions so please be patient - event ride report will be posted on our website www.prmr.org.au by next weekend.

Fourth: we have a HUGE list of people to thank for making today possible, too many to list here, but they will all receive a mention in the final report - sponsors, supporters, celebrities, our 20 special guests, and most of all - YOU for attending.

Fifth: FEEDBACK is more than welcome - 2006 saw a totally re-engineered event based on feedback from 2005 - keep the

feedback coming in people, good and bad, and it will all be taken on board.

Sixth: Those that missed out on their promised enamel badges will have a replacement provided within 4 weeks - another order will be submitted and we have all of your names so they WILL be sent to you - we had a glitch at the pre reg desk with handing out badges, but considering they were all volunteer helpers, they did a damn fine job in the circumstances.



Two very special celebrities, Tara Moss, Super Model and Author, and Anthony Rocca, star full-forward from the Collingwood Football Club generously donated their time and graciousness to put up with the fawning and plain drooling of supermodel and Mighty Pies fans...

Seventh: I have a BIG bag of lucky prizes here, with names stuck on them - we will be shipping them out to you this week if you didnt manage to pick them up.

Eighth: CONGRATULATIONS to Evangelia B of Ferntree Gully, who is now the PROUD owner of a Honda CBF250, with the HART rider training course to go and get her "L's" - GOGIRL!

Ninth: Additional rider sponsorships and donations on the day exceeded \$3,500.00 - THANK YOU to all that raised these additional funds - we have all of the tally sheets to send to NBCF, who will then issue tax deductible donation receipts

I think that this will do me for now!!!

Bron.X

(Bron, you are too modest. As an appreciative attendee, I am sure that I speak for the MRA when I congratulate you for your magnificent effort leading up to and on the day. - Ed.)

My First Pink Ribbon Ride

The day started out really early for me. It's almost unheard of for me to up up at 6am on a Sunday morning, unless it's for dayshift. But here I was, rarin' to go.

When I left Traralgon (2hrs east of Melbourne) it was -2 degs (C). Unfortunately I decided to leave my winter gloves at home, so, without the benefit of heated hand grips I had to grin and bear it (even grinning hurt).

I picked up my lady friend, Sue, whose mother passed away from breast cancer at the early age of 50, so she was keen on doing the ride. We headed off to Bunnings. There was no chance of getting lost, not when we merely had to follow the myriad of bikes, a lot of them clad in pink decorations.

What greeted us at Bunnings was mind boggling. What seemed to be thousands of bikes filled the huge car park. Wow. How the hell are the organizers going to control all of this, I thought.



The Bunnings crowd and lady friend Sue wondering what she's gotten herself in for...

We signed in. I then made a bee-line to meet up with one of the greats of AFL football, and a member of the greatest club of all - the Mighty 'Pies. Anthony Rocca was pure class. How he puts up with sycophantic and fawning fans, I don't know. I certainly can't cope with it...

Then it was another photo op with the gorgeous and multi-talented Tara Moss. You gotta hand it to these folks, the time and effort that they put into help making this great event a success.

Sue and I then saddled up. We were amongst the last of the crowd to leave the car park. But what a sight behold our eyes - a twin line of bikes stretching all the way down Burwood Highway and disappearing into the distance. Fantastic!

Vicroads and Victoria Police have to be highly commended for their co-operation. We got a clean run all the way through, with all the traffic lights switched to green for us,

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the police and marshals manned by the MRA and Ulysses helping to control traffic flow, and to ensure that non-motorcycle traffic didn't interfere with the run.

Unfortunately a few riders come to grief up around Belgrave. While no-one was seriously hurt that I heard of, they still required medical attention. To that end, I understand that the paramedics and marshals who helped were fantastic, as too were the police who attended.

I had to stop for a quick splash and dash. Unfortunately it was then that I discovered that my battery was flat. Drat. A push start down the driveway got it going. The ride into the Maroondah Dam reserve was also a sight to behold. Beautiful scenery and 1,500 or so people milling around, all colorfully attired. The smell of the food cooking was also welcome.



Maroondah Dam Reserve and the Rotunda where all the action was. Live music by the Defectors, MC, Alex Money and guests made for a memorable day

I parked the bike on a convenient hill, which was needed when we left, and we rocked for lunch. We met up with a few of the familiar people that haunt the online motorcycle communities and various MRA officials. Unfortunately I didn't get to meet Bronwyn, as I wanted to express my admiration for her and her co-organisers' efforts.



Tara and the many volunteers who helped make the day the success that it was. Onya, folks!

I did the usual photo ops for the newsletter, even getting to once more fawn over one A. Rocca and T. Moss.

Then sadly, all good things must end. We had to leave. A helping hand to push the bike up the hill for the roll start back down it and we were off.

The weather was beautiful and I made the most of the opportunity to enjoy the ride home through the Dandenong Ranges out to Noojee, across the Baw Baw ranges down into the Latrobe Valley and home.



Alex Money, MC, Bron X, Organiser Extraordinaire and some of the Special Guests under the Rotunda at Maroondah Dam

Once again, a big hurrah to the organizers, and best wishes to the 20 Special Guests. We can only hope that luck shines upon you and wish you well for a speedy recovery.

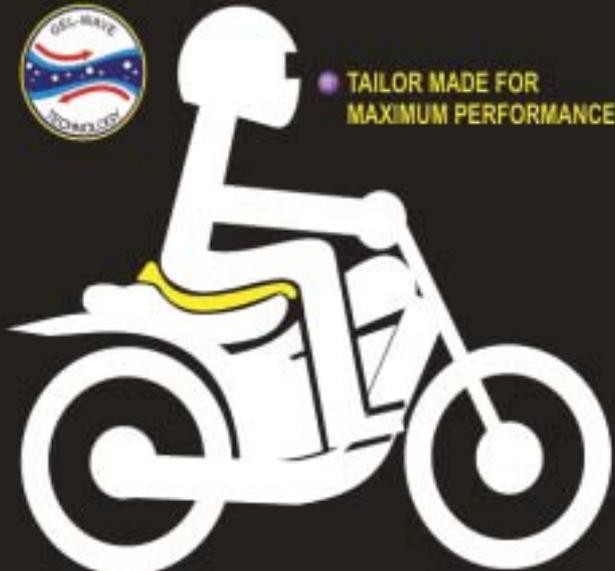
Martin Taylor

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Australian Grand Prix and Motorcycle Expo Pictorial



Austin Webb wondering what the hell he's doing at the GP Run...



El Presidente Maggs addressing the Gp Run



Kerry McKinnon and Maggie Ellis "manning" the MRA stand at the Expo

4B's and the MRA Cranbourne GP Run

Well, what a day it was! I arrived at Cranbourne at 6.20am only to find quite a few marshalls had already arrived. I wandered over and said hello, letting them know I had arrived. Next step was to look for the MRA marquee and to start setting up for the big day ahead.



Wayne Gardner meets Chris at the 4Bs tent for the GP Run

After backing the car up to the marquee, Adam, G and I unloaded all the goodies for the stand - T-shirts, caps, posters, 4Bs flyers, the works.

Not long after this, Rose and DJ arrived, full of spark and ready to start the day. Once the marquee was all set up and goodies on display, we waited for the crowd to thicken.

At 8.20 am Chris had arrived courtesy of the QBE ute driven by my father in law, Ian McKinnon.

For those who don't know, Chris was rudely taken out by a semi trailer back in March, and unfortunately he is still in hospital recovering from his horrific injuries. For this weekend though, he was granted a weekend leave pass and was able to leave his "home" of the last 6 months.

After setting Chris up in the MRA Marquee, we worked our way through the fast growing crowd towards the trikes, one of which was to escort Chris to the island in style. The 4Bs



Chris and his trike ride

(short for Bent & Buckled Bikies Bureau) had contacted Kerry Walton, President of "The 3 Wheels Association", and asked if they would escort an injured rider to Phillip Island. Kerry was more than happy to help.

You see, Chris still can't ride, and has trouble even walking 95% of the time. This way he got to enjoy the day and know that his fellow riders support him. Being greeted by the huge crowd, seeing all the bikes, and

all the smiling faces and being in the warm and sunny fresh air, brought a sparkle to Chris' eyes, not unlike the one you get when you see your dream bike! Chris was introduced to Kerry Walton, who had secured the ride to the island for him, and then Alan, Paul, and Dean came over to say hello and shake hands.

Alan had to shake with his left hand as he has recently had an accident and cut his right hand rather badly. No, not due to an accident on the bike, but rather a run in with a bandsaw at work which sliced through his hand, bones and all! OUCH!! Not letting a "slight scratch" stop him, Alan will be back on the bike in few weeks.

By now, Adam's mum, sister and our daughter were roaming the fast swelling crowd and were totally enjoying the festivities. After finding Adam, Gwen, my mother in law, and Jacqui, my sister in law, were introduced to Chris. They were very pleased to see him out of hospital - you see Chris has an online blog located at <http://www.moominsmotorcycleclub.blogspot.com/> and although they hadn't met Chris until just now, they felt like they knew him as a friend as they and many of our friends, and even Adam's Nan, have been following the exploits and adventures of Chris as he makes his way through his recovery. If you ever get a spare moment, you should log onto Chris' blog - he has rather a style and gift for writing, and an attitude of humour and positivity that not even a fight with a semi trailer could dampen!

Wayne Gardner was due to arrive at the marquee any minute to sign autographs for eager fans, so Chris and I made our way back to the marquee.

I introduced Wayne and Chris to each other and Wayne was enthralled and amazed to hear Chris' story. Wayne told us he had only just arrived back in the country - he had a big launch of his business "Wayne Gardner Enterprises" at the Island the night before.

Not surprisingly, the eager fans queued and queued and queued to get posters, flags, t-shirts, anything signed by the great legend. One boy even got his plaster cast on his arm autographed!

My highlight was telling Wayne his charm had worn off. This of course, had Rose in stitches. Wayne just shrugged his shoulders and with a smile went back to what he would most likely refer to work, signing autographs. Why I told him his charm had worn off, was because he had mentioned it was getting colder, and with me being, well, me, said the drop in temperature was due to his charm wearing off! That's how relaxed he was, it was like joking with an old friend. I was stoked to be in his company.

His Police escort reminded him that he only had about 1 min of signing to go before he had to go. Upon leaving, he shook Chris's hand one more time, said bye to us all and then blended into the crowd.

The next time I saw him he was in the cherry picker telling everybody to "Start your engines!!!"

After Wayne had left, Dale popped his head into the marquee. Like many others at MRA, Dale knew Chris's story but hadn't met him yet, so it was good opportunity to put a name to the face. Chris's accident has had a big impact on us all at MRA. The day he had the accident, many of us were at HQ attending a first aid course. Upon hearing what happened, Shane and I left the course, retrieved Chris' bike, and bought it back to HQ for show and tell.

The best incentive and reason any bike rider needs to be careful and to show the importance of knowing first aid, was to show what could happen. I showed them the leathers that were still warm - they had been cut off Chris just 90min earlier. His bike was in the trailer squashed, every ounce of liquid had been expelled.

It was a wake up call, many people upgraded their riding gear in the next month. Good gear is what saved Chris from further injuries.

After chatting a bit, Dale casually asked Chris if he was going to the track . Chris shook his head, saying that he didn't have a ticket. Presto! Like a magician, Dale handed Chris a ticket for the track that day. The smile and joy on Chris' face was unmistakable, he was way above cloud nine - fresh air, trikes, bikes, Wayne Gardner and now a ticket to the track! How great is this day!!



The MRA Tent at the GP Run. DJ and Rose McCarthy shown

Being only now 15min to the wave off, I took Chris over to his trike where we met Greg, the owner of such a beautiful machine and his every beautiful wife, Michelle. Chris got up into the blue trike, got strapped in and his crutches placed in the trike's plentifully storage area.

Michelle strapped herself in then Greg climbed aboard. Chris ' smile was wider then the opening of his helmet. The noise from the cherry picker beginning to rise was heard and I knew it was only a matter of moments before the big event - the official wave off!!



Wayne Gardner waving off the 2006 MRA GP Run

Chris was BEAMING as Wayne Gardner said "Start your Engines". The trikes rumbled into action, the smell of petrol and excitement filled the air. By this stage every hair on the

back of my neck was tinkling with excitement , not only for Chris , but everyone who was a part of this great ride.

Chris and I parted company and I moved to the safety of the barrier and Alan's company. Alan and I waved the seemingly 1000's of bikes off as they rumbled past. Alan even spotted a bike he had previously owned.



The MRA volunteers and Marshalls Group. Thanks heaps, guys

I watched the bikes for a full 10min and there was no sign of the end yet. I walked back to the marquee to see little kids faces smiling, loving every minute of all the excitement! I bet their cheeks will be hurting tomorrow , with all those wide grins. Will they be future riders, I asked myself.

Rose and DJ were doing a roaring trade at the MRA marquee. DJ was taking special orders for balloons. A young girl asked for a blue balloon, in true form, DJ said light blue dark blue or this blue. The correct colour was selected and the little girl was pleased to receive her prize.

Now that the bikes were on their way, the crowd was beginning to thin out. Rose was still rolling GP posters though the posters were being sold for a gold coin donation with the funds going towards 4B's.

A total of \$112 was raised in posters sale. Every dollar counts , as does every volunteer 4B's has. Without them both , we wouldn't make it. MY new 4bs motto is : support us, we support you.

Soon the majority of the huge crowd was gone and we started packing up. We all had put in a lot of hard work for today and it paid off, it was a great success! The weather, the crowds, the bikes, the smiles - it was a great day. After packing up, it was homeward bound for a well deserved rest!

Chris had a great day at the track . He had met up with some old mates who were pleased to see him out and enjoying the day. Later in the day, Ian picked Chris up in the QBE ute and took him back to his "home" of the last 6 months - his hospital room. I believe the smile never left his face!

For further information on the 4B's please go to www.4bs.org.au or call 0439 580 896

Thank you to all who made the day as great as it was, myself, the 4B's and MRA are very grateful for your ongoing support and friendship.

History of the Eureka Defend the Flag Ride

December 2004 and 2005



So how does anything like this ever start? A whim, an idea, a committee? Maybe all the above? For me it was more like a slow realization. It was late in 2003 that I'd seen advertising for the 150th Eureka Celebrations to be held in December 2004 and my interest was sparked. I was aware of how significant the rebellion was in Australia's history but ignorant of the detail. So over a few weeks I'd occasionally jump on the net and the more I read the more my heart went out to the Eureka miners and the more incensed I was at their victimisation by the political bureaucracy of the day. The miner's uprising was an expression of solidarity and a defense of their "rights and liberties" and I'd decided it was in fact quite a significant event.

I identified with the miner's plight, I'd grown up in the Kalgoorlie goldfields, worked as a miner and had an ethnic background – and as a biker I was copping a share of police and government politics. As a biker I'd also been aware that many ride with the Southern Cross colours on their jackets. I'd considered it as a "Right to Ride" or a statement of "Defiance against Bureaucracy"! In my mind at the time was the notion that if you ride under the Eureka flag then you should go and pay your respects for that privilege.

A ride to the stockade to reinforce the original ideals of the miners seemed like a "must do". And for bikers to defend our right to ride seemed like the appropriate mark of respect – especially on the 150th anniversary. I made enquiries with some of the prominent clubs in Melbourne and some Council officials in Ballarat and it appeared that there was no official ride being organised...I couldn't believe it – it seemed like such a huge oversight – no clubs were interested.

In early 2004 I was trying to work out how to organise something like this and spoke to David Reidie of Harley City and to Neale Brumby of Heavy Duty Magazine for advice. They agreed it would gain interest but by August I was pretty well convinced that it was impossible to get the message out to the motorcycle fraternity to make a ride work and I'd given up. I thought "hell - I might be lucky to get a few mates interested but I was going alone if I had to!".

I didn't count on my mates Digby and Snake. Digby and I were in Darwin on a ride in August of 04 and discussed Eureka. He was very passionate about it and insisted that the ride had to go ahead regardless and I copped the same from Snake when I got back to Melbourne. So that was the impetus I needed to get off my butt and do something. I spoke to my mates at Brunswick HOG and there was great enthusiasm so I got the advertising going and sent it to Heavy Duty and put out flyers in some of the bike shops and David Reidie put up a display in Harley City...and it was on.

December the 3rd was a day I won't forget. I rode to the Harley City departure point and I was shocked to see the number of bikes lined up, maybe around 200...it was so amazing to see the response I'd created. I grabbed a few mates...Johnny, Hammer and Tony and between us we devised a simple routine to get the large number of bikes onto the freeway and out onto the Western Highway. We rolled them out in small groups of 50 and regrouped at the Westgate service centre and the recombined ride set off at an irreverent pace towards Ballarat with me in front. The attitude was a little "in-ya-face"...wheeling such a large group of bikes through the heavy Saturday highway traffic was tough and best done with a bit of spirit otherwise we'd get bogged down. We also had an axe to grind – 150 years of solidarity was being reinforced and Snake, riding as my wing man, made sure we proved the point by pushing the pace. The line of bikes blitzing up the highway was certainly a sight but the pace was tough and the lead group separated to about 10 minutes ahead of Johnny who brought up the tail enders to the rendezvous point at Warrenheip some 10km out of Ballarat. Here we also combined with a Geelong and Horsham contingent of riders and we sedately rolled into Ballarat and to the Eureka Stockade. It felt wonderful.

The Stockade area was full of folk who stood and watched in awe as the mass of bikes rolled in, many flying the Southern Cross – what a great sight. We had a simple agenda – I'd passed out copies of the original miner's oath which was read in affirmation. I'd also paid our respects to the fallen miners. The riders then regrouped for a thunder run through the Ballarat CBD which was still full from the earlier Ulysses Charity Christmas Toy Run. We provided some added visual value with our flags and the run through the CBD was a great statement. We disbanded for lunch and the run home!

I had mixed emotions about doing it again in 2005...people did start to ask and by August many of my friends were querying if it was on again. I'd decided it was something I couldn't let slide so I updated the advertising and started to promote it through the usual channels. Fortunately I was alerted by a email from Jason at the Netrider website who commented that the MRAA was also advertising a Eureka ride and suggested we get together. At a meeting with the MRAA and their Eureka ride coordinator, Paul Murphy, were able to formulate a combined ride plan to facilitate the interests of the MRAA and independent riders with a stronger approach to advertising. We were flagged off from Melbourne by Howard Humffray, who is the great-grandson of one of the Eureka leaders, John Basson Humffray and the ride went like clockwork. Peter Lalor (the great-great-grandson of the diggers leader) led the ride to the outskirts

of Melbourne on his Harley Davidson with Anne Hall, another Eureka leader descendant, as pillion. The independent riders combined with the MRAA contingent in an enthusiastic run to the Eureka Stockade. At the Stockade the oath was reaffirmed by all and speeches by Howard Humffray and Paul Murphy described some background of the historical circumstances. All disbanded for lunch and the run home. John Buckley of Channel 31's Two Wheel Torque filmed the proceedings and later presented it for viewers.



There is a reverent feeling in riding to Eureka. I keep in my mind the butchery at the stockade, a perspective of how I'd feel if it was me in there, how I'd feel if it was me that was being victimised by oppression and how proud I'd be to be with my mates defending my rights. Damn right, I'm so proud to ride under the flag. (The third annual Ride to Eureka takes place this year on Sunday December 3rd, leaving from the Todd Road Shell Garage/Westgate Bridge, gathering from 9.30am and departing to Ballarat at 10.30am.)

Mike Turkovic

Official Announcement Regarding Damien Codognotto

At the Special General Meeting on 30 September 2006, the Members of the MRAA voted to direct Damien Codognotto to sign and publish a statement recanting, and apologising for, a false statement he had previously made regarding a fellow MRAA Member and the Ulysses Club.

As Damien has not complied with the directive within the time stipulated, the Board has complied with the Members' directive to amend Damien's record in the Register of Members to that of ex-member. Consequently Damien Codognotto is no longer a Member of the Motorcycle Riders' Association of Australia.

ACT Gets New Rego Labels

The MRA ACT joined with the Minister for Territory & Municipal Services Mr John Hargreaves and the AFP on Tuesday to launch the new 2008 Vehicle registration labels. These labels represent a positive step in recognising the vulnerability of motorcyclists and the need for all road users to behave responsibly and respect the rights of others.

The MRA ACT will continue to work constructively with the ACT Government to ensure motorcyclists rights are recognised and that motorcycling forms an integral part of a sustainable transport infrastructure.

Detailed below is the Minister's press release.

Minister for Territory and Municipal Services, John Hargreaves, today launched the 2008 registration label slogans.

The registration slogans are an important way we can remind drivers about road safety- every time they get in the car, said Mr Hargreaves.

The 2008 registration labels will feature the messages **BE AWARE OF MOTORCYCLISTS** and **DONT DRINK AND DRIVE**

Sadly in 2005 there were 26 fatalities on ACT roads, 8 of which were motorcyclists. Two out of the seven fatalities on our roads this year have been motorcyclists.

Motorcyclists face a higher risk of having a fatal or serious injury crash compared to car drivers. As motorcyclists can sometimes be difficult to see and because they have limited protection, it is important that both they and their fellow motorists share the road together safely.

Displaying this slogan on the back of registration labels is a great way to remind all drivers to be aware of motorcyclists at all times.

In the second half of 2008, the message Don't Drink and Drive will be displayed on registration labels.

By highlighting this message within peoples cars we can reinforce to all motorists the message Don't drink and Drive.

Summer Blood Challenge Beckons

Don't forget folks, that summer is fast approaching. More than ever the Red Cross Blood Bank needs our donations. So, let's see if we can topple the winners from last year, the CFA and claim the crown back.



The MRA is finally going to buy its own premises!

This is your opportunity to be a part of one of the most exciting growth phases of the MRA.

ALL ITS MEMBERS WILL HAVE AN OPPORTUNITY TO

“BUY A BRICK”

TO HELP IT RAISE FUNDS.

Buying a brick will give you the rights to write your name on a brick in the building, together with any message you wish to put on it.

This will stay on the brick for the life of the building.

700 bricks have been allocated

250 bricks @ \$50 each on rows 6 to 10

450 bricks @ \$25 ea on rows 6 and below

Bricks can be purchased by making cheques out to:

The MRA Building fund

Please send to our office c/o the Treasurer

Be sure to add your details and membership number, or you will not get the credit

We only have a month to pull this off, so get in as soon as you get it and

help the MRA gain a permanent home for us all.

Round Oz on a Scooter Award

The MRA along with Western QBE & bikesales.com.au presented Julio Languiller and his team (Neil, James & Gerhard) with Certificates of Merit for their monumental achievement of riding a Honda scooter all the way around Australia in just 15 days.

Julio also received a special Award for Promoting Motorcycling from the MRAA (hand made by our esteemed President).

The event for 2006 was known as Western QBE Scootering Around Australia with Julio Languiller and Julio has broken yet another world record with this amazing feat. Julio later spent considerable time assisting on the MRAA stand helping promote the 4Bs.



The team being presented their award



The Dale Maggs handcrafted Award

Motorcycle Rider's Association Membership Form



ANNUAL MEMBERSHIP FEE \$45.00

-OR- \$37.00 If this is an additional membership from same address as a current member (member no: _____) who has paid the full fee.
(NB: Newsletters & other mail outs not included.)

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