

CENTRESTAND

March 2011



THIS ISSUE

BLOOD RUN

SAFETY INSPECTIONS

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RIDER SAFETY RESEARCH

GREAT OCEAN ROAD NEWS

Let those who ride decide



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

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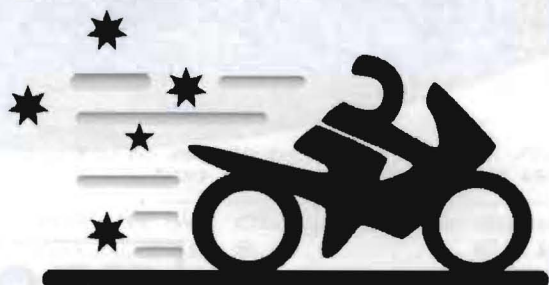
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Australian Motorcycle Council Inc.

EDITORIAL

Peter Mount

In recent weeks the MRA has been criticised for accepting sponsorship for our annual Toy Run in money, goods and services, on the grounds that accepting sponsorship for anything automatically means being compromised, and that the sponsor then has the right to push their own message, whatever that might be. The implication here is that 'compromised' means that the MRA's purpose, principles and objectives become corrupted as we are then at the mercy of the sponsors' dictates and commercial influences regardless of whether or not they are in the interests of motorcyclists.

The MRA is always very conscious of its image and integrity as an organisation that represents motorcyclists. We will always attempt to represent all motorcyclists on issues as honestly as we can and without fear of criticism from anyone to the best of the abilities that the members of our Committee bring to the organisation.

We do not see that accepting sponsorship from anyone will compromise the integrity of our efforts as we make it quite clear to our sponsors what they will get for their money or services. In other words, we set up a contract with them which details the expectations and responsibilities of both sides.

In the case of the Motor Accident Commission (the Toy Run's major sponsor) we have seen this as an opportunity to get a road safety message out to motorcyclists that would save lives and into which we would have input. Far from being subject to MAC's demands, we have seen this as an avenue for motorcyclists to influence the way road safety messages could be presented to riders so that they would be heeded and would work – and they have. Such sponsorship has also given us the opportunity to be listened to by people and organisations that influence road safety policy, and that is what the MRA is about. If we can't achieve this then we might as well be a social club.

We have made it very clear to MAC that we would take on board their suggestions regarding promotion of the Toy Run and the MAC message and would enter into all activities in a spirit of cooperation and mutual benefit. Recognition of its status as a government organisation means that we have to respect its role in the area of road safety and not do anything to compromise it. At the same time MAC has to respect the roles and responsibilities that the MRA has to its membership and the wider motorcycling community, and that it is incumbent upon MAC not to place the MRA in a position where its duty could be compromised.

We have made it clear that the MRA would not accept any sponsorship deal if it were placed in such a position. In other words, our integrity in representing motorcyclists will always be more important than sponsorship. That position has been respected and has never been an issue of contention.

The MRA's relationship with MAC has developed into a partnership of mutual respect as a result of the professionalism our organisation has demonstrated and due to our evident commitment to improving the safety of motorcyclists. If MAC ceased sponsorship today, we would still want to work with them to make sure that motorcyclists' welfare remained paramount.

The MRA Committee considers many issues that most motorcyclists never hear about. The more people we have working together the more opinions are heard. We don't work in a vacuum. It is all too easy for people on the outside to accept or develop a simplified view of events, so if those who find fault are really interested in improving motorcycling in SA and in continuing to ride into the future then they need to get involved with the MRA, or at least find someone on the Committee with whom they can discuss their concerns before making statements which, in reality, may reflect uninformed opinions.

PRESIDENT'S REPORT

At the end of October last year Cynthia May Dorward died after her protracted, stoical and determined argument with that implacable foe, cancer. She had been an industrious advocate for motorcyclists for more than twenty years, having joined the MRA in March 1984.

Cynthia who? Do the older members not remember her? Will it help if I say her married name was Ross, and that Cynthia May became C.M., which became Sam, which became Sammi? Ah, that rings a few bells, does it?

Sammi immediately joined the 4Bs and applied herself to supporting the group with enthusiasm, and in December that year she became the editor of the inaugural publication of our magazine, *Centrestand*. From thence, as with many in the MRA, she spread her wings and delved into the many diverse challenging areas of involvement that the MRA provided, exploring her innate skills of creativity and analytical thinking.

This path led to the national scene of the Australian Motorcycle Council, through which, among other roles, Sammi represented the interests of female riders to the Federal Government, with a degree of success reflected by her passionate interest in the establishment's recognition of their welfare, safety and needs.

Sammi took a three-year break from motorcycling to study Anthropology, Art and Creative Writing at the Australian National University in Canberra, but by the end of that time was champing at the bit to get back into the motorcycling fold through the AMC and MRASA.

Since the MRA came to know Sammi, and Sammi the MRA, we all believe she had a full life and that there was great mutual reward from the relationship, with perhaps the motorcyclists coming out ahead by a significant margin.

One of Sammi's last requests was that I speak to all the people in Federal Government and the motorcyclists around Australia with whom she had had dealings, and friendships, over the years and whom she held in high regard, to bid them a last, personal farewell on her behalf. That duty was both rewarding and sad, but no burden.

Sammi walked alone in her own direction, but she had many companions who shared her journey in their own way.

Please read her close friend and former 4Bs Coordinator Greg Janzow's moving tribute to her later in this issue.

This issue also covers the recent MRA Victoria's AGM at which the major topic of interest was not the elections but whether there would be an MRAV to have any elections for.

One of the biggest problems they have had to contend with has been the difficulty in developing a cohesive and stable framework that has been strong enough to resist the destructive impact of both internal and external influences.

This is not unknown in motorcycle circles. Over an extended period these influences can become quite debilitating both for the individuals who are determinedly trying to manage

the organisation in a way that is conducive to its longevity and for the organisation itself. All MRAs and similarly representative groups function entirely through the commitment of volunteers who, believe it or not, in the main have other lives which involve work, health, relationships, family and commitments, all of which require a fine balance to enable this voluntary dedication to be indulged.

Good people often succumb to a continuous onslaught of provocative negativity, for they are, after all, trying to help an organisation because they believe in its worth and like what they're doing, right up until it stops being an enjoyable labour of love. Unfortunately, because people care enough about an organisation to want to improve it, they often find fault with others' ideas or methods, and may take this criticism to such extremes that the organisation implodes, and everybody loses, with many years of effort wasted.

Such was MRAV's lot. However, it has survived, by the skin of its teeth, and has a good committee at the helm. This is great news, for it would have been the end of an era had MRAV folded, as it was the founding MRA which paved the way for all other MRAs in Australia. It shows the determination and wisdom of the collective membership provided it has adequate and balanced information about the organisation's state of affairs and prospects.

Perhaps this scare will provide stimulation for MRAV to enter another significant period of development and progress. We wish them well for the future.

MRASA can learn much from MRAV's experience. Since our inception in 1979 we have been one of the most stable of the MRAs. We owe this in no small measure to consistently having a well-rounded and strong committee with an ethos of resilience, supportiveness, integrity, flexibility, adaptability and progressiveness, tempered with, perhaps frustratingly at times, a collectively conservative balance.

We have also had the good fortune of attracting committee and sub-committee members, including those in our Registers, who have the best interests of the MRA at heart at the expense of any private agendas or egos, and who enjoy working constructively and productively together (notwithstanding, understandably – for people are still people, not machines – the odd glitch).

Nevertheless, we can learn from MRAV that we should not be complacent about MRASA's unabated progression into the future, nor blithely assume that our organisation will maintain its strength, stability and integrity without any work. We must always be vigilant for any challenge to these foundation stones, and be prepared to make well-considered decisions that will ensure the MRA's continuity.

Once again (and, despite our history of stability, we should never take this for granted), we are fortunate to have yet another strong, well-balanced committee comprising a healthy cross-section of the motorcycling community, made up of both new and previous committee members with a diversity of experience, yet with the common bond of driving MRASA firmly and decisively into the future.

Check out the back page for all the latest culprits.
Peter Mount

RIDER SAFETY RESEARCH

New research using a world leading motorcycle simulator to analyse rider behaviour has proved that safer doesn't necessarily mean slower and that formal advanced training for bikers can demonstrate improved safety on our roads.

The study was carried out by researchers at The University of Nottingham's Centre for Motorcycle Ergonomics & Rider Human Factors. The preliminary results of the research are published by the Institute of Advanced Motorists (IAM) which funded the research.

Motorcyclists are badly over-represented in accident statistics. As of June 2010 motorbikes made up less than four per cent of the total number of licensed vehicles on UK roads but accounted for 21 per cent of all UK road fatalities. Car drivers typically cause two out of the three most common motorcycle accidents in the UK, but a significant number of accidents are still caused by the riders themselves.

The aim of the research was to investigate the attitudes, behaviours and skills of different types of riders according to their level of experience and training. A unique approach was designed to find out whether or not riders with advanced training, ride differently to novice or experienced riders who don't have an advanced qualification.

The simulator uses a Triumph Daytona 675 motorcycle mounted on a custom rig designed and built at the University. It creates a realistic, interactive, research tool using 'STI-SIM Drive' simulation software which projects different riding scenarios onto a large screen in front of the rider.

Three groups of riders were put through identical scenarios on the simulator as well as other tasks in the laboratory to test aspects of their hazard perception and behaviour. The findings showed that experience on its own does not make riders safer on the road and in some cases the experienced riders behaved more like the novice riders. Advanced riders used better road positioning to anticipate and respond to hazards, kept to urban speed limits, and actually made better progress through bends than riders without the formal advanced training.

Dr Alex Stedmon, from the Human Factors Research Group, said, "This is one of the most in-depth studies of its kind ever conducted. It's been a fantastic opportunity for us in the Faculty of Engineering to work alongside colleagues in the School of Psychology focusing on high impact research with a relevance to all motorcyclists. It has demonstrated clear differences between the rider groups and potential benefits to

and basic training. Whilst experience seems to help develop rider skills to an extent, advanced training appears to develop deeper levels of awareness, perception and responsibility. It also appears to make riders better urban riders and quicker, smoother and safer riders in rural settings."

Dr David Crundall from the School of Psychology added, "This is real cutting edge research and the hazard perception results, in particular, have shown that advanced riders were quicker to identify hazards and had a greater awareness on their responsibility to themselves and other road users."

Neil Greig, Director of Policy and Research at the Institute for Advanced Motorists, said, "We work to promote safer riding, educating riders to maintain momentum and progress where possible. So we were pleased to learn that advanced riders trained by us adopted the safest road position to deal with hazards while still managing to achieve the quickest time through bends. This research proves that the organisation's advanced system of motorcycle training delivers real and sustainable benefits in anticipation, better road positioning and swift but safe progress in a wide range of road environments."

<http://www.nottingham.ac.uk/news/pressreleases/2010/november/motorcyclesimulator.aspx>



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VALE CYNTHIA DORWARD

by Greg Janzow

Each year at our Ridden-On Ride we remember those motorcyclists who have been lost through accidents in the past year, and also others from our community we wish to be remembered. This year's list was a long one and included the name of one who was not lost in an accident but who died tragically nevertheless. Cynthia Dorward, known to our community as Sammi Ross, rode on late last year after a long fight with cancer. The Australian motorcycling community lost one of its greatest champions.

I met Sammi at Mallalla not long after I had joined the 4Bs. I had heard her name mentioned as a keen motorcyclist and activist. At our first meeting I realised that Sammi was a lady of strong convictions and opinions and she certainly had definite views on what could and should be done for motorcyclists and how things should be run. I have to admit that I felt a bit intimidated at first but I came to learn that Sammi was a warm, funny and friendly person and she became a good friend. I already knew that she was an early member of the MRA and the 4Bs and soon discovered that her involvement in motorcycling was much deeper.



redesign of those sheets a few years ago. After retiring from primary school teaching, where she was highly regarded, Sammi moved back to her roots on the Eyre Peninsula. In Coultla she had a house block with plenty of trees and a big garden and lots of animals. She was a firm advocate for the environment. She still took an interest in the information that the 4Bs collected and we would send her all the forms for collation. We would speak regularly on the phone and she did visit occasionally.

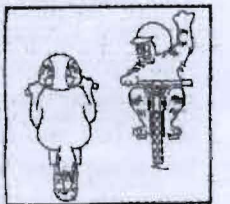
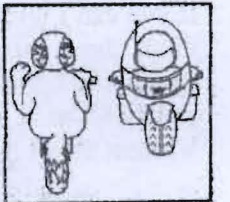
It was always a pleasure to receive one of Sammi's handwritten letters because she was an excellent calligrapher. She also did drawings, sometimes for the Centrestand, and she painted pictures and took wonderful photos of natural settings. She was quite involved with her local artistic community.

Sammi faced her illness with courage and determination and her conversations were positive yet realistic. Peter Mount, Harald Lindeman, Les Dicker and I represented the MRA and the 4Bs at her funeral in Port Lincoln on 1st November. The affair was very appropriate for Sammi. It was simple, down-to-earth and no-fuss. At the graveside the funeral director read a eulogy that she had written. Sammi wished that people might plant a native tree or shrub in her memory and that some of her articles and drawings might be reprinted in the Centrestand. She also requested that an honour board be constructed as a tribute to MRA and AMC life members and that this be displayed publicly.

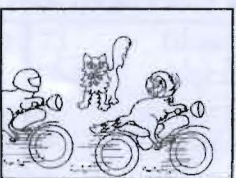
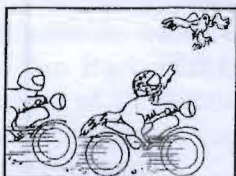
In any case Sammi will be remembered for her energy, her straight- talking manner and what she gave to her motorcycling community.

Farewell Sammi

beh m'szq



beh m'szq



Sammi was Centrestand editor for a few years in the 80s and continued to write for the magazine after that. She was both Chairman and Secretary for the AMC and was particularly interested in women's issues in motorcycling. She rejoined the 4Bs in the 90s and her experience and wisdom, not to mention her cheerful disposition, were valuable assets to our small group. She took on the task of collating the data collected through our Horizontal Sheets, now called Information Forms, and had valuable input into the

BLOOD RUN RESURRECTED

Back in the 1990s we would regularly gather on a Saturday morning for a run to the Red Cross Blood Bank on Pirie Street to make a deposit. When they closed down on Saturdays it got too hard to get people together for a run at a particular time so the run was discontinued. During the time that we were holding regular Blood Runs MRASA received three awards from the Australian Red Cross Transfusion Service SA Division for organising and supporting blood donors. We even struck a badge for MRA members to wear.

Now that the Red Cross has reinstated the Saturday donation times we will be holding Blood Runs again. The first will be on Saturday April 23. We will be meeting in the carpark of the K-mart on Anzac Highway at 8.30 am and leaving at 9am to ride to the donor centre in Pirie Street.

If you can't join us because you live too far away then think about using one of the other centres at Pelican Plaza (1007 North East Rd, Ridgehaven), Onkaparinga at 12-18 David Witton Drive, Port Noarlunga, or 95 St Vincent Street Port Adelaide.

The MRASA has always actively supported blood donating because we all know friends and members who have needed the service, and who knows, we might need it one day. So make a deposit so that one day when you need it you can make a withdrawal. If for some reason you can't donate then bring along someone who can, and if you haven't yet then make it

a first time. Don't forget to make an appointment for the day so that they know how many of us are coming.

A Message from the Blood Bank re Easter

The Blood Supply:

You may be aware of how important it is to keep blood supplies topped up. With many of our regular donors going away over Easter, there's every chance that supplies will run low. It's of particular concern this year as ANZAC Day and Easter fall over the same period – which means a five-day holiday. Platelets only have a five-day shelf life, so making that stop to your Blood Donor Centre becomes especially important. We are also at risk of running low on whole blood and plasma. Your donation will ensure that patients get the treatment they need for conditions like cancer, heart disease or for those undergoing surgery.

If you are able to donate between **21 – 27 April**, please call **13 14 95** now and make an appointment to top up supplies and save lives.

For whole blood donations, you can make an appointment online :

<http://www.donateblood.com.au/become-a-donor/appointment/create>



"Having nearly died in a car crash, I want to enjoy every second of life. Feeling the blood pumping through my veins reminds me how many people I need to thank."

Jacob, 21

Like most trauma patients, Jacob wouldn't be here without blood donors. Yet while 1 in 3 Australians need blood, currently only 1 in 30 donates. So please, help others on the road to recovery and give blood.

Easter Opening Hours

The following Blood Donor Centres will be open longer hours over Easter:

Pirie Street – 7.30 am to 2.00 pm
Saturday 23, Monday 25 and Tuesday 26 April

Pelican Plaza – 7.30 am to 2.00 pm
Saturday 23, Monday 25 and Tuesday 26 April

Onkaparinga – 7.30 am to 2.00 pm
Saturday 23, Monday 25 and Tuesday 26 April

Port Adelaide – 7.30 am to 2.00 pm
Saturday 23, Monday 25 and Tuesday 26 April

Don't take a holiday from donating this Easter. Call 13 14 95 or visit donateblood.com.au

 Australian Red Cross
BLOOD SERVICE

SAMRATS REPORT

by Ken King

Jock Rogan's last ride was on Sunday 6 March and was attended by approximately 25 riders. Jock was thanked for his enormous and generous effort as SAMRATS coordinator and ride captain over a 5-year period. Ian Lewis nominated me as SAMRATS Coordinator which was endorsed unanimously by the riders present. I have undertaken the position on the understanding that I will be coordinating SAMRATS rides, attend MRA committee meetings and be ride captain for one Sunday per month. After my election I opened discussion and called for others to put themselves forward as ride captains for one Sunday per month. Two members, Ian Lewis and Rohan Chapman, said they were willing to take on the role and I nominated them for the positions of ride captains. The assembled members endorsed both unanimously. The current plan is for Jim Buckingham to continue leading a ride on the 4th Sunday of the month, myself or Rohan to lead the 1st Sunday, Ian to lead the 3rd Sunday and myself or Rohan to lead the 2nd Sunday.

The ride captains had a planning meeting on Sat 19 March at the Directors Hotel. We planned out a ride calendar for the rest of 2011. SAMRATS rides attract between 10 and 25 riders per ride with up to 70 on special rides such as the Ridden-On Ride, Jayden's Ride and the Ride for the Child.

Jock Rogan is currently working on transferring the SAMRATS email list and relevant SAMRATS website components to myself but as this is a large task it will take some time for the changeover to complete. Jock's advice and expertise in the IT field is currently proving invaluable to me in the process of learning the role of SAMRATS Coordinator.

An invitation was extended to ride captains Ian Lewis and Jim Buckingham to attend the MRA committee meeting of 14 March. Rohan Chapman is unable to attend committee meetings due to work commitments in the evenings.

SAMRATS participated in the Testicool charity ride to raise money for prostate cancer on Sunday 13 March and will ride as a group within the larger ride.

MRASA EVENTS FOR 2011

April 23	Blood Run
May 14-15	Not the Great Escape Rally
July 10	Ride for the Child
July 15-17	Radiata Rally
July 23	Blood Run
Sept 16-18	Bushpig Rally
Oct 15	Biketober Activities
Oct 22	Blood Run
Nov 20	Gawler Motorcycle Expo

SAMRATS Sunday Ride Calendar March to June 2011 All rides are on Sunday unless otherwise noted

Note: RC – Ride Captain. Changes due to weather or other events will be posted on MRA website.
For more information call Ken 0401 866 037

- April 3** Kapunda Run. Meet 9.00am at BP West Terrace, depart 9.30am. RC Ken
April 10 Mannum Run. Meet 9.30am at Cudlee Creek Café, depart 10am. RC Rohan
April 17 Swan Reach Run. Meet 9.00am at Civic Park Modbury, depart 9.30am. RC Ian
April 23 Blood Run. Meet 8.30am at K-mart carpark Kurrulta Park, Anzac Hwy, depart 9.00am
April 24 Meningie Run. Meet 9.00am at BP Belair, depart 9.30am. RC Jim
May 1 Goolwa Run. Meet 9.30am BP West Terrace, depart 10am. RC Ken
May 8 Members' Choice Ride. Meet 9.30am at Crafers Deli, depart 10am. RCs Ken, Rohan
May 14 (SAT) MRA Great Escape Rally. Meet Sat 9.30am at Caltex Bolivar, depart 10am. RC Ian
May 22 Cape Jervis Run. Meet 9.30am at Top of Taps, depart 10am. RC Rohan
May 29 Ride through the Hills. Meet 9.30am at BP Evandale (Portrush Rd), depart 10am. RC Jim
June 5 3 Dams Ride. Meet 9.30am at BP West Terrace, depart 10am. RC Ken
June 12 Walkers Flat Run. Meet 9.30am at Kersbrook Servo, depart 10am. RC Rohan
June 19 Mystery Ride. Meet 9am at BP Smithfield (Main North Rd), leave 10am. RC Ian
June 26 Tailem Bend Run. Meet 9.30am at BP Belair (Main Road), depart 10am. RC Jim

RALLIES

- April 9-10** RAC Coonalpyn Pub Run. Contact Andy 0411 212076
May 6-8 Roaming Swagman at Mambray Creek. Lefty 0412 767 945, Mark 8634437
May 14-15 Not The Great Escape Rally MRASA Adelaide, back to basics, Marrabel site. Contact Harald 0421 289 714
May 28-29 Wanbi Pub Run. Grot 0412 602272
June 10-12 (SA long weekend) Wintersun Rally Mildura. Contact John 0350237218
July 1-3 Up the Creek Jung, near Horsham Vic. Contact Marie 0417113675, Greg 03 53852846
July 15-17 Radiata Rally MRASA Mid-North Register. Andrew 0427 249779, Frank 8765 1030

Note: All rally fliers and Runs information can be found on the MRASA website.

TOY RUN REPORT by Harald Lindemann

The Toy Run 2010 had its highs and lows. The main high was that the event at Hahndorf was highly successful with many riders commenting on a well-organised event. The low point was the changing of the route from Mt. Barker to the Hahndorf Freeway exit and its allied problems, which many riders commented on as well – vociferously.

Numbers on the Run and at Hahndorf were down. This was, we believe, in large part due to the changing of the route, with many riders recognising the potential problems and not willing to be part of it. In a small way also, the GFC was still having an effect as the Vinnies reported a much smaller donation of toys to the extent that they had to buy toys to fill the need. This is the first time in a number of years that they have had to do this and the Toy Run Committee is determined that this will not be repeated in 2011.

The gathering at the Bay was successful as usual with a slightly bigger ‘Major Event’ atmosphere due to the assistance of our major sponsor, the Motor Accident Commission (MAC). The run up Cross Road was just awful unless you were in the group directly behind Santa. The lights were on automatic and even though we had been promised longer green lights for the bikes it didn’t make much difference with bikes overheating and some riders deciding to find alternative routes.

The Freeway ride was fine up till the Hahndorf exit where bikes, according to some riders, were backed up for at least a kilometre and mixed in with cars and trucks wanting to get to Hahndorf. A number of close accidents and one rear ender were witnessed. The police assurances of a safe and smooth run were not fulfilled and for the first time we were disappointed. The conclusion was that we think that we were fortunate not to have any riders down and injured.

We recognise now that the Toy Run is getting bigger, more complex to organise and more expensive to run, so the challenge of getting it right for all concerned, MRA members, sponsors, the Vinnies and all our guests, is becoming a more important consideration every year. The Toy Run is an important event on the motorcycling calendar in SA and important also to many people who are not motorcyclists. The Toy Run Committee will be taking all the comments made by riders on board to ensure that changes will be made to have a Toy Run that riders will be confident in attending, because if we don’t ride on the day then some kids will miss out on a Christmas and after all, that’s why we do it.

Thanks to all of our sponsors, especially MAC, Mt. Barker and Holdfast Bay Councils, the Pancake

GREAT OCEAN ROAD NEWS

Something in the news in Victoria over the last couple of months that South Australian motorcyclists could be concerned about is the state of the Great Ocean Road. Many SA motorcyclists use the GOR on their way to Melbourne. It is a great alternative to the Western Highway, especially if you are not in a hurry and need a leisurely ride with some great scenery and stopovers.

The unseasonal rains have brought about a number of flash floods and concurrent landslips and rockfalls along its length, leading in some places to a collapse of the road. Sections of the road that have collapsed are between Lorne and Skenes Creek, near Apollo Bay and Mount Defiance. At least four locations have had road closures (in some places up to four days in January), and it is not expected that the road in some of these locations will be fully operational until late April. Speed limits of 40kph should be expected and in some places delays of 30 minutes or more will be in place while roadwork machinery does its bit.

There is some concern by locals that the age of the road and the piecemeal approach to road repairs will mean continual problems. In one recent month there were 12 landslips that had cost between \$50,000 and \$100,000 each to repair. A major review is expected to be carried out by the State government to see what is needed to be done.

So if you are heading down that way watch out for rocks and dirt on the road and expect delays for a while. Consider alternative routes via Deans Marsh, Barwon Downs, Forrest and Skenes Creek. Check the VicRoads website for up-to-date information.



Thanks to the Geelong Advertiser for the information and to Turbo for putting us onto it.

\$2,000 was presented to the Society of St. Vincent de Paul, on top of the toys, out of the donations on the day for their Christmas Appeal.

SAFETY INSPECTIONS – WHAT DO YOU THINK?

by Harald Lindemann

Here's a new acronym for you – PTI. It stands for Periodic Technical Inspections. In shorts for motorcyclists it means putting your bike over the pits on a regular basis. In some European countries (Austria, Germany, Denmark, GB, Sweden etc.) motorcycles have to present periodically for safety inspections – what we used to call roadworthy tests. There is a call by the European Commission being put forward to harmonise the practice in all EU countries. Its Road Safety action Plan includes the harmonisation of PTI. This is being opposed by FEMA, the Federation of European Motorcycle Associations. It thinks that the member states of the EU should make up their own minds.

What is clear is that PTI will be expensive for the consumer, and the value of the regime to road safety and reducing accident rates is questionable. They are discussing the possibility of a two-yearly inspection costing around fifty Euros (up to A\$100) as well as the cost in money and time to the consumer of completing unnecessary remedial work.

The FEMA Position Paper observes that *“There is no proven safety benefit of PTI. An independent study by the two scholars Peter Christensen and Rune Elvi⁽¹⁾ showed that tighter inspection rules for cars in Norway did indeed result in an improvement of the technical conditions of the car but, opposite to expected, the desired effect of lowering accident rates was not observed. Since riders tend to maintain their motorcycles frequently the effectiveness of PTI for motorcycles can be expected to be even less than for cars, particularly when all PTI guarantees is that the vehicle conforms on a set date, but not for the intervening period.”*

	M/C Fatalities	No of M/C Increase
	2000-2009	2000-2009
Great Britain	-23%	42%
Netherlands	-24%	41%
Germany	-31%	7%
Norway	-33%	59%

The above table provides some figures for OECD countries which are comparable. In the Netherlands and Norway motorcycles do not have to be inspected while GB and Germany have a long-standing tradition of inspections.

The table shows that when comparing GB and the Netherlands there is no way that PTI can be included in the factors involved in accident fatalities because the

figures are virtually identical. – one with and one without inspections.

Similarly, when comparing Germany and Norway, it can be noted that over the same period Norway's motorcycle fleet increased significantly without a comparable increase in fatalities. In fact the difference between the countries is negligible, indicating once again that PTI is not a factor in increasing or preventing accident fatalities amongst motorcyclists.

The only conclusion to be made is that technical defects hardly contribute at all to motorcycle accidents, something that we need to keep reminding our politicians on a regular basis whenever they get on a road safety kick and need a simplistic argument to get a few more votes.

So why is the introduction of PTI even an issue? I think that some people are hooked on the idea of harmonisation – good, individuality – bad. In this case they are blindfolded to think that PTI is the right way to go. If harmonisation is indeed the mantra then the most sensible thing to recognise is that everyone should go in the opposite direction and stop conducting PTI.

DEKRA, the leading motorcycle testing organisation in Europe, notes that one of the most common defects that contribute to road accidents is inadequate tyre pressures, yet this is not part of the technical inspection regime.⁽²⁾

FEMA believes, as we do, that the money that would be spent on PTI would be better utilised on rider training and more motorcycle-friendly crash barriers.

Thanks to FEMA for the information.

(1) Christensen, Peter and Elvik, Rune 2007: *Effects on accidents of periodic motor vehicle inspection in Norway*. Accident Analysis and Prevention (39) pp. 47-52

(2) DEKRA Motorcycle Road Safety Report 2011
To read more about the topic please access the FEMA special issue newsletter on PTI at <http://www.fema-online.eu/index.php?page=special-edition---technical-inspections>

For a pdf of the FEMA position on PTI go to:

http://www.fema-online.eu/uploads/documents/vehicle%20aspects/20100903_FEMA_Position_Statement_PTII.pdf

MRA VIC SURVIVES WIND-UP MOTION

A motion to wind up MRA Victoria and give all its assets to the Victorian Motorcycle Council (VMC) was narrowly defeated at its AGM on March 18 this year, with a new committee (board) elected to address past issues and revitalise the organisation through new directions and approaches.

This dramatic and potentially final scenario in the history of MRAV was the culmination of an extended period of increasingly debilitating internal difficulties which prevented the organisation from going about its intended business of representing motorcyclists in the road safety, political and public arenas.

Prior to the AGM, then President Kerry Walton said, "For many reasons we cannot rid the MRA(Vic) of the negative vibes and baggage from the past. We have tried to move on and rebirth the MRAV brand as a new kid on the block, but for all the good work a small crew of hard workers make with great effort, it gets spoiled by the actions of a few. The MRAV mailbox should be full of membership applications with passion to continue our vision for better laws and conditions for motorcyclists. Instead it gets filled with historically insignificant rubbish aimed at dragging us down and forcing us to look inwards rather than fighting the real battles."

Grant Delahoy, then Vice-President, explained that the objective of the motion was ensure that Victoria's motorcyclists would continue to have high-quality representation at government and other strategic levels: "The question on our minds is whether MRA(Vic) is the best vehicle to represent riders moving forward or if there is there a better way. How do we compare to other 'like purpose' organisations and how is the landscape of the future looking? There is a strong consensus that MRA(Vic) has had its day in its present form and to move forward we have to recognise the need to change.

"The intent is to facilitate the arena for a new group to be formed backed by the motorcycle industry and community that does not hold any formal ties to MRA(Vic). At this early stage the first step is to restructure the lobbying effort to the Victorian Motorcycle Council with a clean slate. Who knows, perhaps we will end up with a registered political party to vote for at the next election."

These dire predictions, though valid, did not withstand the MRA members' determination to see their organisation continue, and to move forward progressively into 'the landscape of the future'.

Grant Delahoy has been elected as the new President of the MRAV Board.



AMC Chairman Shaun Lennard and Past President John Karmouche provide support at the MRAV AGM

FROM THE FRINGE DWELLER a.k.a. Phil Cole

Greetings to all members. I hope this will be the beginning of a set of regular articles from Mexico (Victoria).

Some of you may be curious as to why you have had a number of presidential changes in the last 12 months. My change was brought about by a change in employment. I have taken on the role of CEO of a disability service provider in Portland, Victoria.

Now, the serious stuff. What's the riding like down here? Obviously we are very close (105kms) to the Great Ocean Road (GOR) and as we all know that is a Mecca for riders.

Some words of caution for the inexperienced rider. The GOR is very twisty and full of rubber-necking tin tops. Be aware of this and don't look around like a tourist when you ride. There are plenty of stop points and observation points to allow you to look at the scenery, so you can concentrate while on the ride.

Another handy hint: if you are doing the GOR for the first time, start at the Warrnambool end and head toward Torquay. Doing it in the other direction could be a bit unnerving for some. There are negligible safety barriers to stop you going straight over a cliff if things go pear-shaped. Don't try to count the 12 apostles. There aren't 12. Half have collapsed over the years and there are very few now.

Other parts of the south-west of Victoria are equally beautiful. To get to Portland, head in to Mt Gambier and turn right at Harvey Norman's. 103 kms later turn right and you will end up in the main street of

Portland. Head north from Portland and turn right to go to Warrnambool.

Travel past the Codrington wind generators and you come across the hamlet of Yambuk. Here you will find a magnificent 2 storey bluestone pub. Bloody magnificent venue. Stop for a beer and say 'Hi' to the publican, Rob Evans, or his staff member Samara. Great hospitality and the beer is cold. Meals are very well priced and better than the average isolated pub. Say 'Hi' to me also if you are there on a Saturday PM or Sunday PM.

18 kms later you will find Port Fairy. Nice place to visit and plenty of accommodation options. Great fish and chips on the wharf.

23 kms later is Warrnambool. Big town, approx 30,000 people, lots of shopping and general retail. Home of Roe's Motorcycles, which sells KTM, Honda and Suzuki. Their sales have increased significantly since August!

Follow the main highway through Warrnambool and you will come across a sign to Allansford. This will take you to the start of the GOR.

A word of warning to all riders, particularly sports bike riders and those with limited experience. The main roads in SW Victoria are a disgrace. They are full of potholes and repair patches that are uneven. There are wheel ruts in the road that are full of repair patches and these can, and do, appear right on significant sweeping bends. I recently met a CBR1000 rider who had scratches all down one side of the bike. He told me he had lost it on a bend full of repairs. The back end just skipped out on him. Be careful.

Another hint to all riders regardless of what, when, or how you ride. The members of the local state taxation unit are everywhere in this corner of Victoria. Particularly anything that leads to the GOR. They will use highway patrol cars and unmarked cars. Speed cameras are also prolific. You will see a random car on the side of the road. He wants to take your picture! Slow down when you pass any vehicle on the side of the road. They use all types of cars for cameras.

On a sad note, Victoria recently lost 11 riders and passengers in the month of October alone. Most appear to be rider error of some sort. Please take it easy if you are coming down here.

SA SCOOTER CLUB NEWS **Rene Borst**

The MRASA's SA Scooter Club exists to cater for those of us who prefer scooters to motorcycles but with the same level of enthusiasm for riding in groups on a

In November we headed for the hills and found our way to Lobethal and Mt Torrens.

In December the Scooter Club participated in the annual Toy Run which is always enjoyed by all for the camaraderie, the ride, and whole atmosphere that is the Toy Run. We did not experience any difficulties until the Hahndorf exit. Once at the oval we mingled, participated in activities and left feeling good. Towards the end of December and halfway into January, one of our intrepid adventurers travelled to Melbourne and back on his Hyosung 50cc scooter.



Photo courtesy Rene

The full story, accompanied by interesting photos, makes good reading and can be found on his blog: <http://scooterodyssey.blogspot.com/2010/12/day-1-wind-weather-and-something-else.html>

Our January ride was well-attended and led by Dr Phil, and concluded at Mawson Lakes.

In February we participated in the Ridden-On Ride. We held our commemoration at Christies Beach and afterwards headed to McLaren Vale for lunch and a visit to the chocolate factory (Medlow Robern Menz).

The Scooter Club has become a great source of valuable information for anyone looking to buy a scooter, new or used, due to the variety of machines within the club membership. This enables people to obtain factual information as opposed to sales spin.

So, for those wishing to explore the world of scooters in and around Adelaide, you can visit us on the forum, the website or come and join us on a run. All are welcome ☺. The Scooter Club conducts a run on the third Sunday of each month. Details of our runs are available on our forum under Scooter Ride Calendar or on the main MRASA website.

We had our AGM on Sunday 20th March 2011. The following are our office holders: Marrie Jongeneel – Club Coordinator; Rene Borst – Ride Coordinator; Phil Creer – Ride Coordinator; Frank DeFrancesco – Ride Coordinator.

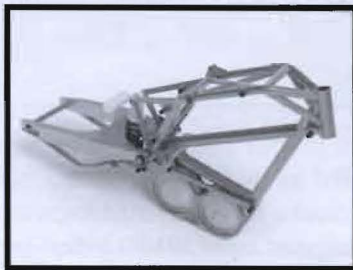
Our next ride is the 17th April, destination unknown. We will decide as it gets closer.

Contacts: Rene Borst 0407 505 506; Marrie Jongeneel 0402 086 643. scooter@mrasa.asn.au

ELECTRIC SUPERBIKE PROJECT COMPETITION

This is a community-based competition run by Intercad, a specialist 3D computer-aided design and manufacturing company, Triple Eight Race Engineering and Racetech Steel. The goal of the project is to involve aspiring and professional designers across Australia and New Zealand to collaboratively design, test and build a state-of-the-art electric superbike using SolidWorks, the industry-standard CAD/CAM software platform.

Once the motorbike is complete, the final design will be road tested by racing great and Team Vodafone's V8 Supercar Championship driver Craig Lowndes.



The bike will then be auctioned off to the highest bidder with all proceeds going to Red Dust Role Models, a non-profit organisation seeking to improve the health and wellbeing of disadvantaged youth

living in remote communities.

The first stage of the competition – the frame design – attracted more than 100 registrations and was won by Ben Murphy, a Victorian go-kart designer. Murphy walked away with a beefy HP Z200 Workstation courtesy of competition sponsor Hewlett Packard Australia, and the opportunity to work with some of the leading figures in the automotive design industry to refine his frame design before manufacture. Murphy used SolidWorks, an industry-standard CAD/CAM software platform, for all his design work.

The competition entries showed a high level of skill and innovation and Murphy's entry was judged on its attention to detail, practical material choices and innovative simplicity. His design of a classic tubular steel motorbike frame was considered the most thorough and best-integrated of the shortlisted designs.

Triple Eight Race Engineering's Drawing Office Manager, Ian Drapier, said, "I like the fact that he has adopted the principle of keeping the frame to a minimum and using the bodywork for



seating, and also the way he has tried to use the battery compartment as part of the chassis."

Competition organiser and fellow judge, Intercad's National Product Manager, Julian Spencer, says the

the practical physical attributes of the frame, using SolidWorks'12 decimal point accuracy to minimise weight at every point while maintaining optimal rigidity. There were some nicely machined components mounting the housings to the frame, and while the frame was of fairly basic construction, on the plus side it will be easy to manufacture and cost effective.

The next stage of the competition focuses on the drivetrain and wheels.

For more information on this project go to: www.theelectricsuperbike.com.au



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CAPTION COMPETITION

Send yours in for a mystery prize.



Ten-hut

MOTORCYCLE PARKING APPS

Motorcycle Network has been working over the past two years to find, survey and log all the motorcycle parking spots in Australia, with most of the capital cities having now been accurately mapped using Google Maps. Although formerly relying on spotters who logged in through motorcycle websites, with the help of the new iPhone application spotters can now send Motorcycle Network the new geocodes directly from their phone. The network currently lists over 1000 parking bays and almost 7000 spaces.

State by State

Year	2009	2011
NSW	1881	3123
Queensland	501	774
South Australia	493	589
Victoria	186	346
Tasmania	12	146
ACT	86	1283
Western Australia	393	692
NT		16
Totals	3552	6969

All councils have been contacted for survey information and there have seen increases in motorcycle parking bays across the board for most areas.

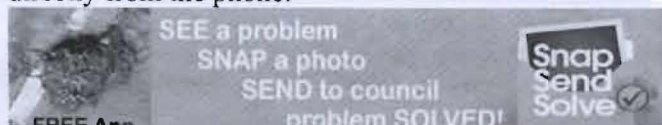
Significant inroads have been made with many local councils. For example, Parramatta and Blacktown Councils have adopted the "free car bay" rule that has been so successful in Sydney. However, one problem with logging the commuter parking areas at major train stations is that the rail authorities don't have this information in their databases.

Launceston Council warrants special mention for installing 14 new bays around the city, but the statistics show that the ACT City Council has been the most progressive in their transport management.

Three essential iPhone Apps:

1. SNAP SEND SOLVE

With thousands of mobile apps on the market, it is often hard to find the really useful ones. **Snap Send Solve** is a must-have app. It allows the user to take a photo of a road problem like potholes or spilled diesel, automatically identifies which local council is responsible and sends them the photo and a report directly from the phone.



2. MOTORCYCLE PARKING

Marks all the dedicated on-street motorcycle parking spots across Australia as well as parking stations which have special rates for bikes. You can also find some of the hidden "unofficial" spots.

3. MOTORCYCLE DEALERS

Lists all the motorcycle dealers, workshops, tyre suppliers and accessories stores across Australia, enabling a link directly by phone, email and website to your local dealer or, if you are in unfamiliar parts of the country, to find the help you need.

Courtesy Motorcycle Network

BILL TO LET BIKERS RUN RED LIGHTS

No, it's not here, it's in Georgia, USA.

Ann Purcell, a Georgian Republican legislator who rides a motorcycle, has become so frustrated by her bike not being heavy enough to trip the sensors at red lights that she has presented a Bill to the House that would allow motorcyclists to treat red lights like stop signs. They could proceed after waiting 60 seconds to check traffic.

"We just want to make it so you can go through without breaking the law," said Purcell. "We understand we would have to go through with great caution."

Eight states now give some form of that consideration to bikers, according to the American Motorcyclist Association and a government website for the state of Missouri. The Kansas Legislature just approved a similar measure last month.

But the powerful House Rules Committee has so far held Purcell's proposal from a vote. Some members have expressed concern about letting motorcyclists follow a different rule of the road.

"The traffic laws apply to motorcyclists and to cyclists," said Rep. Wendell Willard, chairman of the House Judiciary Committee. "I have concerns about letting any group break the statute."

At least one state has addressed the problem with a technical change. California requires new sensors, which function much like metal detectors, to be able to sense both motorcycles and bicycles.

Georgia has 40,000 intersections with the sensors that would need to be adjusted or updated, according to the state Department of Transportation. The time and cost

to do that led Purcell to believe the only option was letting her and fellow bikers run the lights.

The American Motorcyclist Association agrees, noting that bikers would be at fault if the move led to any accidents. "The burden is on the motorcyclist to make a safe decision," association spokesman Peter Horst said.



Some Georgia lawmakers are concerned about letting motorcyclists follow a different rule of the road.

Authorities are not sure which driver would be liable for medical damages in a crash. The Federal Highway Administration has urged states to consider other options, such as the technological upgrades in California, as safer ways to address the problem.

Still, Purcell is convinced she has found a safe solution for bikers and motorists alike. It can make people in cars just as nervous and frustrated to see a biker stuck in a turning lane, and not all motorists realise it when a biker is trying to motion them forward so the car can trip the signal.

"It's hard for people to understand if they've not ridden a bike or been in that situation, that it's scary to be stuck in an intersection like that," Purcell said. "But it is a safety issue for almost everyone."

Courtesy April Hunt, Atlanta Journal

Note: Sensors in Australia are activated by sensitivity to metal rather than weight, but we still encounter a similar problem through modern bikes having a lot of plastic componentry or small bikes not having enough metallic mass...Ed

4B'S REPORT

by Phil McClelland

At the monthly meeting at the Prince Albert Hotel, 254 Wright St Adelaide, on 2/3/2011, Phil McClelland and Jodie Christie were returned for another year as the Coordinator and Secretary. Dept of Transport data on Fatalities was distributed.

The Serious Accident summary for 2010 is still not available, nor the data for January 2011. Greg Janzow gave an update on the proposed donation of 2010 Ridden On Ride profits to Flinders Hospital. It will be difficult to proceed very far with this until an amount is known. Riders visited since the last meeting are: RAH 9, OEH 0, Hamstead 1, Flinders 2

NOT THE GREAT ESCAPE RALLY

This will be held at the Marrabel Site on the 2nd weekend in May (14/15)

BYO everything! Transport permitting we will provide toilets. Be on the safe side and BYO shovel & paper. A true back to basics rally!

No charge, no catering, no badge. Just a get together of old and new friends.

The Marrabel pub is just down the road for a fine country pub meal.

Look out for the signpost 3 k South of Marrabel. Watch for the ford. If you don't go through it within 100 metres off the main road then you are off route.

See you there. (0421 289 714 for info)

HOW TO MAKE CARS STAY AWAY FROM YOUR BIKE

Fed up with car drivers who behave like idiots on the roads and knock you off your bike? Fed up with hearing the same grumpy car drivers insulting you and treating you as a rogue motorcyclist, when all you're doing is using a greener and more economical mode of transport?

Here is the solution, invented by a 30-year-old English plumber, to make cars stay away from your bike and have a bit of peace on the roads: a revolutionary flame-throwing scooter!



Courtesy UK-France Bikers

VIETNAM RIDER Part 1 by Neville Gray

Seventeen Adelaide based motorcyclists had the pleasure of riding around North Vietnam in November – the memories will be with us forever as it was a fabulous trip.

You may remember that Top Gear visited Vietnam a couple of years ago and that particular episode had me thinking that I too would like to do this. I happened to mention this at a Club meeting and 30 or so very interested people also liked the idea. After a short Internet search we settled on a reputable company in Vietnam to organise the tour including the hiring of bikes, motel bookings, back-up bus for those who did not ride, two mechanics, the ride leader and general itinerary for a 13-day tour of North Vietnam.

The total cost came to US\$1040 per rider and US\$650 per person in the bus. This equated to US\$69 per day for the 15 days we were there – a true bargain which was further value-added when the Aussie dollar reached parity! The airfare via Kuala Lumpur was AUS\$1100 to Hanoi which tempered our enthusiasm somewhat.



By the time we left Adelaide on 4/11/2010 our numbers had dropped to 17. After an uneventful trip to Hanoi including an overnight stay at Kuala Lumpur, we arrived keen and eager to get amongst the traffic. Little did we know what was in store for us.

We were met by Nam and ushered into two buses for the inaugural indoctrination to life on the roads in Vietnam. First thought: "There are no road rules in Vietnam," which was still the thought at the end of the tour. Bikes, which comprise 95% of the traffic were everywhere and darted here and there in no particular pattern. Generally they stuck to the right of the carriageway, but many riders thought this was just an option and battled their way against the oncoming traffic anyway! Double lines mean nothing and are a waste of paint – we soon learnt to ignore them when stuck behind a slow-moving vehicle. Helmets are mandatory in Vietnam and this move has seen the motorcycle road toll decrease by 50%, however 20% of riders still ignore the law.

We arrived at our hotel in the Old Quarters in central Hanoi, the theory being that we would not ride in the city as it was deemed just too adventurous for us at this tender stage of the trip. We battled on foot that night against the hoards of bikes to get to the café for our first Vietnamese meal, the food we were to enjoy for the rest of the trip. At one particular intersection, four heavily trafficked roads all came together and we just stood there in amazement as hundreds of small motorcycles came together and shot out of the cauldron to their chosen destination. It was like watching a washing machine full of socks – no road rage, no yelling, no collisions, no little piles of glass. Just a smooth transition for all participants

Next morning we were taken out of the city to be introduced to our bikes which were to be ours for the coming 13 days. All bikes in Vietnam must be under 175cc and we soon found out why. The speed limits all across the country are 50 kph and to exceed this was often impossible because of the traffic density and the crappy road surfaces. So 125cc bikes were more than adequate and we grew to like these little meanies a lot during the next two weeks. We scored five Yamaha YBR 125cc's, a commuter type of bike we do not see in Australia, five Honda Neo scooters and the most controversial of the lot, five Russian-made Minsk 125cc bikes. These were refugees from the American war and closely resembled the BSA Bantam. They were certainly 'old school', with the need to mix two stroke oil with the petrol – they didn't even have a speedo! We all dodged them in the morning as we had a pre-arranged agreement to ride each bike in rotation but by the end of the trip we all had grown to like the little buggers as they had the softest seat and handled the really crappy roads the best.

After a short introductory zip around the car park we were off on our 2000 km adventure.

We thought that riding on the opposite side of the road would test us the most but seeing that we were literally just following the leader, this came almost naturally. We soon began to know what was needed to make safe passage through the mayhem on the roads. 'Expect the unexpected' became our mantra – bikes just zoomed into our pathway from all directions, the riders oblivious of other road users. Animals sauntered around – we did not mind the chooks but the water buffalo were a concern as they certainly had a huge presence. In one incident, a rider glanced off the side of a buffalo, just missing those huge horns with the following rider braking heavily and hitting head height into the animal's rear end. Luckily we did not have to pull the lady rider's head from the 'dark area' under the tail. Many more hits were recorded on the trip with dogs, chooks, geese and more all going under our wheels. One rider hit a policeman and after a long debate all left on good terms with the obligatory bribe accepted.

We were advised to take our Australian licences as International licences are not accepted in Vietnam, the only country in the world to not do so. "If you are pulled over, leave the negotiations to me" said Nam our Leader. One thing we all did was to don our green fluoro vests for the trip and what a great idea this turned out to be. Not only could we see where the other riders were away ahead of us, but the kids all thought we looked funny and cheered us wildly as we passed. We thought they were cheering anyway but probably they were saying something along the lines of "Aussie wankers".

Part 2 continues in the *Journal of Centrestand*

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

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	Individual	Family	Individual	Family
1 Year.....	\$25	\$35	\$21	\$29
2 Years.....	\$48	\$67	\$40	\$55
3 Years.....	\$72	\$99	\$60	\$83

Date: / / 2nd Card Name if Family M/ship: _____

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