

CENTRESTAND

March 2015



THIS ISSUE

RIDDEN ON RIDE

HELMET CAMS

CRASH BARRIERS

FOOTPEGS

AMC AGM

BALI CONGRESS

BIKES I HAVE KNOWN

Let those who ride decide



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

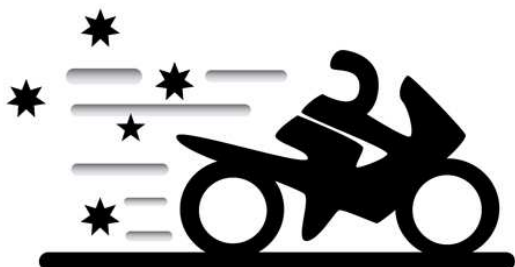
Established 1979

VOL. 32 No. 1 February 2015**Produced and published by the Motorcycle
Riders' Association of South Australia Inc.**

PRINTPOST No: 100003163

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- Subscription gratis to members
- Contributions welcome
- Photographs welcome: colour or black-and-white
- Opinions: contributors' and advertisers' opinions and assertions do not necessarily reflect the views of the MRA
- Deadline: 1st of the month prior to publication

Publication : Quarterly - March, June,
September, DecemberPrinted by Fuji Xerox, 123 Hayward Avenue,
Torrensville. Ph: 8375 9500**COVER PIC: Harald Lindemann – Llama
Crossing, Peru****COVER DESIGN: Arwen Lindemann****The MRASA Inc. is a member of the
Australian Motorcycle Council (AMC)****Australian Motorcycle Council Inc.****EDITORIAL****Harald Lindemann**

The Ridden-On Ride is coming up on April 12th. This is a time to ride with fellow motorcyclists and remember friends and relatives who are no longer with us. They may have left us through accident or through illness or natural causes, but the loss is always there.

Remembering riding mates through the ROR is a way to keep them in our memories. Remember their favourite bike, their favourite ride, the grin on their face after a turn through the twisties, the conversation over a coffee later on, and then the companionable trek home, a wave as you went your separate ways. And then one day it was over. The ride was never the same again.

So join us in our ride of respect for our mates who can't be with us. Say "This one's for Jim (or Jane)" as you ride along, knowing exactly how they would feel if they were still with us.

Every year we read a list of names that people have asked us to mention. If you have someone you want remembered through the ROR then let Simon Coward know on 0408 406 558 and he will add them to the list.

Before we know it winter will be upon us and those of us who ride regardless of weather will need to remember a few pointers. Those who lock the bikes away until September need not read any further.

Now is a good time to give the bike a good once over. Check your brake pads/linings – do you have plenty of the stopping stuff or should you replace said pads/linings? How are your tyres? Will they perform well in an emergency stop in the wet? If they are worn, replace them.

When stopping are you using both brakes? If you are out of the habit of using both, do some active practice. Remember, even though about 60% of your braking comes from the front brake, if you rely on that in the wet you will end up down the road in a nice slide next to your bike. The rear brake applied properly in the wet will keep the bike in a straight line and support a front brake applied with an even pressure. Don't grab, even in an emergency.

So Ride Safe, Harald

PRESIDENT'S REPORT

Thank you to the members who attended the MRASA AGM. I appreciate the support I received when returned as President. 2014 saw the retirement of some of the core Committee members, Peter Mount, Neville Gray and Liv Andersen. Peter has been around since the beginning and been a driving force for both the MRA and the AMC. Neville accepted the position of Road Safety Officer six years ago and was also the VP for many years. Well-respected and effective, his passion for improvements to motorcycle safety and his background as a road engineer were a major asset to us. Liv's enthusiasm and energy will be missed along with her ability to record our minutes. We wish them all well and sincerely thank them for their contribution. Ebi Lux has taken on extra work this year and we look forward to him continuing Nev's portfolios. Judi Overman has taken on Minutes Secretary and most of the people who did the work in 2014 are back for another year. The area we are weak on the Committee following the AGM is in General Members. These positions are important to our gaining a broader understanding of rider perspective and it's where newcomers learn what we do and how we do it. If you are interested, get in contact or just come along to a meeting.

Social media has joined our work on getting changes to the SA Road Rules. A Facebook page and online petition are asking for changes on filtering, helmet regulation and Road Rule 271. Road Rule 271 makes it an offence to lift your feet off the foot pegs or bum out of the seat when travelling at over 10kph.

The latest contribution is a web page setting out what needs changing and how to contact politicians and organisations. Links to these welcome additions to our work with politicians and Governments are now on our web site.

We are off to a busy start to the year and there is a lot to do. Don't hesitate to get in touch or come to a meeting.

Ride safe,
Phil McClelland President MRASA

**A MOTORCYCLE RIDERS' ASSOCIATION OF
SOUTH AUSTRALIA EVENT**

RIDDEN-ON RIDE 2015

SUNDAY APRIL 12th



Ride to remember members of your family and friends who no longer ride with us. All riders are welcome.

Meet at the Victoria Hotel car park, Main South Road, O'Halloran Hill, at 8.30am for a 10.00am ride-off.

Ride to Second Valley in convoy for a short non-denominational service, then a ride along the Delamere Road to Victor Harbor for lunch.

There is no charge for the ride although commemorative badges will be on sale for \$10. Proceeds to the MRA 4Bs.



TOY RUN 2014 REPORT

All will agree that we had a great Toy Run in 2014. The weather was kind over the whole weekend, the riders came from everywhere and brought toys and everyone had a good time. Thanks to everyone who helped put it all together: the Toy Run Committee, our volunteers and our sponsors.

The Toy Run Committee was great. It met every month from March to October and then every fortnight until Toy Run day. They worked their butts off over the whole weekend which stretched from Friday till about 8pm on Sunday. We discussed many issues, some of them suggestions and queries from riders, and were always looking for better ways to do things. I am always surprised at how new ideas seem find their way in.

Some changes were: At Callington we cut down on the number of food stands so we didn't have too many selling the same thing, we made sure that we had a band that played a range of music and we put up more shade tents. We also provided tables and chairs for people to sit at and on and these were much appreciated. At Victoria Park Yamaha Australia sponsored stunt rider Dave McKenna for some entertainment, which seemed to surprise and please a lot of people. The pre-payments at Vic Park went better than the year before though we have a few suggestions as to how to improve it even further so we can cut down the entrance queues at Callington.

The Vinnies were happy with the donations of toys and cash, though there is always a need for more toys, so in 2015 we need you all to remind your mates to bring a toy if they are going on the Ride – a lot of riders ride without a toy and we want to get the message out there.

Thanks to all our sponsors and partners for helping to once again make the Toy Run possible.

- | | |
|-------------------------------------|-----------------------|
| St Vincent de Paul Society | Shannons Insurance |
| The Motor Accident Commission | SAPOL |
| District Council of Mt Barker | Hutt St Precinct |
| Viking Elite (Dunnies with Dignity) | |
| SA Motor Sport Board | Adelaide City Council |

- | | |
|---|-----------------------|
| Callington Recreation Park Inc | |
| Toll SPD Transport | B&C Security Services |
| Star Track Express | E H Cambridge & Co |
| First Care Medical | Couriers Please |
| Atlas Event & Party Hire | UBute Marquees |
| Xtreme Trials Show – Adrian & Tanya Harry | |
| Humbugs of Hahndorf | Glen Dix |
| Mr Buzzy | Vale Signs |
| Shannon's Insurance | Dave McKenna |
| | Stunt Rider |
| courtesy of Yamaha Australia | |



Photo courtesy of the Murray-Valley Standard

Thanks also to the CMA (Christian M/C Association) and the Cruiser Club for helping out with the marshalling and setup. And to all the

traders who supported the day with their presence. You all bring colour and atmosphere to the event and contribute to its success.

The Toy Run Committee for 2014 were Peter Mount, Ebi Lux, Cathy Lux, Russell Hicks, Amanda Lock, Frank DeFrancesco, Michelle O'Toole (Vinnies Rep), David Vaselli, Geoff Grant and Barbara Kowall.

Harald Lindemann Toy Run Coordinator 2014

SHANNONS IS NOW INTO BIKES.

DARYL BEATTIE

Introducing Shannons Comprehensive Bike Insurance

If you have several years experience on the road and always garage your bike, you can now get a top level of comprehensive cover, plus policy features that bike enthusiasts have been crying out for.

SHARE THE PASSION

Insurance for Motoring Enthusiasts Call 13 46 46.

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STEPPING DOWN BUT NOT OUT!

At the 2015 MRASA AGM on 23rd February, I passed the Road Safety Officer chalice to Ebi Lux. I know it will be in very capable hands as he has been my understudy for the past two years.

Over 6 years ago, I met up with then President Phil McClelland at the Tea Tree Gully Hotel for informal talks about taking on the reins of the RSO for the MRASA and seeing that I had just stepped down as National Vice President of the Ulysses Club after 10 years, I was at a loose end and seeking other challenges. My work with Ulysses involved all safety and awareness matters for its 30,000 members especially the road safety aspect on a national basis. Phil and I instantly clicked and I was quickly away in my new vocation. I was warmly welcomed to the MRASA Committee and commenced work exactly where I had left off from Ulysses in a seamless transition.

A lot of things have happened in the last 6 years and I sincerely thank the Committee for its support as I pushed on getting a better deal for riders, getting motorcyclists accepted as part of the legitimate transport system and pushing for friendlier infrastructure that would not maim and kill riders if they unfortunately crashed and getting the Motor Accident Commission to challenge riders with their very successful 'Mick Doohan' campaign. I know the Committee was sometimes aghast at some of my methods such as blaming riders for their own demise and not always blaming other road users. Up to 70% of single motorcycle crashes are the sole fault of the rider where the rider simply stuffed up – there is no other way to put it! In multi vehicle crashes, 70% of these are the fault of the other party and most of these occur when the driver simply did not see the rider.

I forged some great liaisons with staff of the Safe People Section of the Department of Planning, Transport and Infrastructure, the Centre for Automotive Safety Research and SAPOL and value these friendships. It is far better to work with these people than to constantly harangue them and get them offside. I know that Ebi strongly shares this principle. One notable recurring frustration was the number of Road Safety Ministers I had to deal with – at least eight in total, if I can recall correctly!

The Motorcycle Reference Group (MRG) was formed as well as the Stakeholder Reference Group (SRG) and both of these top level committees are working well. The MRG in particular came out to the blue and replaced the Motorcycle Task Force which was unceremoniously dumped without notice. My constant whinging finally did the trick. The money allocation given to riders for improvements is vetted by the MRG. Ebi was slotted in and is now part of this group. Similarly the SRG is made up of each of the users and I was representing all riders as major transport and safety policy was vetted. It is chaired by the Minister for Road Safety and is the pinnacle group in SA. Again Ebi now represents the MRASA on the SRG and I will continue on as the Ulysses Club rep. Two heads are better than one!

I will continue on as a proud member of the MRASA and will help the new RSO all I can. I can guarantee that the position of MRASA RSO will be executed stronger than ever before and that can only be a good thing. Thanks for the support members – I can honestly say that in over 6 years I never received any criticism from members as to my methods and announcements, how amazing is that!! In the meantime, I have some motorcycles in the garage that I will try and wear out.

Neville Gray OAM

I speak for all members of the MRASA Committee when I say that the MRA in South Australia is a better organisation for having had Neville in its ranks. His commitment and hard work was never questioned. He gave us reports that were clear and informative and his recommendations for action were always leavened with practicality. He always advised in favour of what we could reasonably achieve as opposed to standing on principle. If individual members disagreed on items of detail he was always gracious in acknowledging their input and willing to discuss the matter openly, while not hesitant in providing a cutting comment if needed. Robust committee debate has always been an MRASA strength.

Thanks Nev for your time and expertise. You will always remain in our minds a professional and a gentleman. See you on the road. Ed

HELMET CAMS LEGAL, BUT ARE THEY SAFE?

Helmet-mounted cameras and Bluetooth units may be legal, but they may not necessarily be safe, according to a helmet importer.

Cary Murphy, who imports the Reevu helmet, says attaching a camera or Bluetooth unit to a helmet could have safety, aerodynamic and legal issues. He has called on the government to assess the issue.

This follows a report of a Victorian rider being fined for having a GoPro on his helmet. While it is legal to fit a GoPro or similar camera, or a Bluetooth unit, via a clamp, suction cup or tape, it is illegal to secure anything to a helmet by drilling holes which would compromise its structural integrity.



Mr Murphy has gone through the arduous certification process for the flip-up Reevu helmet. “My...interpretation of the AS/NZS 1698 certification is that any component of the helmet that is deemed integral, structural or in any case a genuine part of the helmet which is presented for certification must not protrude x millimetres. Given an aftermarket product is exactly that – aftermarket – then any non-original item falls outside any governance under the AS/NZS 1698 legal requirements. In short, the helmet is legal for road use just as Bluetooth devices are.”

However, he says he does see some hazards. “Some particular brands of cameras I believe are a hazard on race tracks, roads, helmets, cars, bikes, anything.”

He says these cameras are not aerodynamic, which could result in riders being fatigued by buffeting and uneven weight distribution, exposed to sudden wind gusts, especially from large vehicles passing in the opposite direction, and unable to judge the correct space if any urgent head movement is required such as ducking or diving.

“These may sound insignificant, and a little trivial, however the offset weight and uneven airflow can greatly increase fatigue, lead to distractions and cause an imbalance in perception. Just one of these issues can have deadly consequences,” he says.

Mr Murphy points out that the police submit their helmets and aftermarket communication devices to an independent facility for additional safety testing. Although the helmets have already been AS/NZS 1698 approved, this additional procedure focuses on the behaviour of the installed comm device when an impact occurs. This is to ensure any particular objects/debris from the device does not increase the risk for potential hearing, facial or general trauma-related injuries to a user.

“I don’t for a moment believe a camera would alter the structural integrity of the helmet; however, I do believe that if an accident occurred and the camera was the first point of impact, the helmet’s shell may be compromised. Any solid item attached to a helmet can become a penetrating object. It may inhibit a helmet’s ability to...function correctly in the event of an impact.”

“The government needs to make a decision on this matter before someone is either hurt or thrown in jail for not paying fines due to a misunderstanding or incorrectly enforced law.”

(Courtesy Mark Hinchcliffe, Motorbike News. Edited for space requirements)

Cary may have some pertinent points to make but in the end it will depend on where and how the camera is placed. My Contour, for example is attached to the flip-top mechanism cover of my Nolan, which is fixed to the helmet by three tabs and which in the event of an accident will simply let go with very little pressure. Cameras whose attachments are glued to the body of the helmet may be another matter. Ed

CRASH BARRIERS AMC Report

AMC Position Statement

There are no crash barriers that can be considered 'motorcycle friendly'. In the event of a motorcyclist impacting with a crash barrier the likelihood is that they will be severely injured.

Where we are now:

All existing crash barriers have been designed to reduce the severity of a crash when cars and trucks leave the roadway. Little consideration has been given to the welfare of motorcyclists who collide with these barriers. In most cases the safest barrier for a motorcyclist is 'no barrier'.

Crash barriers can be classified into three types: rigid, semi rigid and flexible. Concrete barriers are classified as 'rigid', guardrail (Armco, W-beam) as 'semi rigid' and wire rope as 'flexible'.

Wire rope barriers are very effective in reducing the severity of crashes when cars and trucks impact with them as they absorb energy. Rigid barriers are less effective as more of the energy of the impact is transmitted to the vehicle occupants resulting in greater injuries. This effect is known as 'ride-down' in barrier crash testing. This is why wire rope barriers are installed instead of guardrail or concrete barriers.

While the classifications of rigid, semi rigid and flexible have meaning in car and truck crashes, they are meaningless in motorcycle impacts. To motorcyclists, all barriers are 'rigid'. There has been little research into what constitutes a motorcycle-friendly barrier or how to make existing barriers less aggressive in causing injury to motorcyclists.

Recent research has however, shown that in about half of crashes the rider is still upright on the bike when it impacts a barrier and that it is very likely that the rider will then slide along the top of the barrier with the possibility of impacting the tops of posts. If the rider has separated from the bike and is sliding along the road before impacting that barrier, it is very likely that they will impact the lower part of a post.

There are a number of products available that are designed to make crash barriers less aggressive, which are designed to prevent riders sliding under

the barrier or coming into direct contact with posts or sharp edges.

Suppliers who currently have products that are designed to reduce injury to riders:

Ingal Civil Products www.ingalcivil.com.au –

- Ezy-Guard barrier, which has no exposed tops of posts, and whose posts do not have sharp edges and are suitable for stack cushions. Ezy-Guard provides a soft ride-down for vehicle occupants and has lower installation costs, providing an alternative to wire rope.
- Rub Rail to prevent riders sliding under guardrail.
- Stack Cushions to cushion the impact with posts.
- Plastic Covers for ET2000 barrier end terminals to reduce injury due to sharp edges.

Australian Construction Products www.acprod.com.au –

- Motorcyclist Protection Rail to prevent riders sliding under guardrail.
- Yellow plastic cover for X-Tension barrier end terminals.

LB International www.basyc.com.au –

- BASYC, a flexible system to prevent riders sliding under guardrail.

Boylan Traffic Solutions www.boylan.net.au –

- BarrierGuard 800, a temporary barrier system that provides improved safety for motorcyclists because of its smooth surface – no gaps, protruding bolts or wire rope.

A number of European countries, notably France, Germany and the UK are leading the way in installing under-rails on Armco barriers to prevent riders coming into direct contact with posts.

A Swedish research paper has studied the 'whole of life' costs of barriers and found that wire rope barrier is the most expensive, probably due to it having to be repaired after minor impacts.

Other barrier systems suffer less damage that requires repair than does wire rope, notably concrete that rarely has to be repaired.

Where we want to be:

Road authorities need to consider the special needs of motorcyclists before installing crash barriers. These include:

- the 'no barrier' option;

- locating the barrier as far away from the road way as possible;
- installing products that make barriers less 'aggressive'.

Research is needed to determine what constitutes a 'motorcycle friendly' barrier.

Research is required to determine the 'whole of life' cost of barriers in the Australian context.

How to get there:

Obtain funding for research into what constitutes a 'motorcycle friendly' barrier.

Obtain funding for research into the 'whole of life' cost of barriers.

Maintain AMC representation on the Standards Australia Road Safety Barrier Systems Committee (CE33).

Maintain contact with groups such as the Federation of European Motorcyclists Associations (FEMA) to keep up-to-date on developments overseas.

cars to PTWs would also reduce congestions and give financial benefits to the cities.

Work is a huge part of our lives and commuting to work takes more and more time due to congestion. More than 60% of the population in the European Union lives in urban areas. The European cities are expected to grow with an increased demand for personal transport for commuting. Many urban areas of Europe are chronically congested, which means an annual cost of €100 billion per year.



GREAT ESCAPE RALLY

May 16/17 Marrabel Site

17km north of Kapunda – look for the Rally signs at Riverside Rd. 3km of good dirt road to the site.

Marrabel pub just up the road for meals

Toilet, water, shade and firewood provided.
BYO everything else.

Ring Harald 0421 289 714 for more details

NEXT BLOOD RUN Saturday May 9 2015

8.30am Roll-up, 9am Departure

**For the Regent Arcade Blood Centre from
the Unley Shopping Centre, 204 Unley Road**

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

SAVE TIME AND MONEY: USE A BIKE!

During the European summer just gone, the Federation of European Motorcyclists Associations (FEMA) conducted tests in European cities with a variety of transport and has provided the following report:

Powered Two Wheelers - scooters, mopeds and motorcycles - can make a huge difference to improving mobility in Europe. This summer, FEMA made tests in European cities with different modes of transport. The results from 14 European cities are crystal clear – if you want to save time and money, use a PTW! A switch from

THE WIT AND WISDOM OF MOTORCYCLING

- 🏍️ Never look where you are going, look where you want to go.
- 🏍️ If it's too loud, you're too old.
- 🏍️ Some people ride to enjoy life, some ride to travel, and some ride to a bar.
- 🏍️ Don't die wondering, die wandering
- 🏍️ At the end of the day, you've still got to twist that throttle.
- 🏍️ Stop thinking about it and ride the road less travelled at least once.
- 🏍️ If you keep thinking "When I rode ..." then it's time to ride.

AMC WON'T SUBMIT ON FOOTPEGS By Peter Mount

In response to concerns expressed by Australia's riders, the Australian Motorcycle Council has presented a submission to the National Transport Commission (NTC) to amend Australian Road Rule 271, which requires riders to sit on the seat with both feet on the footpegs and at least one hand on the handlebars at all times.

The AMC is concerned that riders in a number of states are being fined for not complying with ARR 271. However, there are numerous situations in which ARR 271 could or should be broken to maintain safety or keep the bike upright.

On a dirt road, for instance, it might be necessary to put your foot down momentarily to maintain stability. Even on bitumen, you might have to kick the bike upright if you hit a wet patch, gravel spilt from a truck, diesel spills, black ice or, particularly, the ubiquitous road marking paint which is a killer in the wet and merely dangerous in the dry. Would you lay the bike down or let it go if you could possibly avoid it because the rules say you have to keep your feet on the pegs? Yeah, likely.

Motorcyclists don't have the luxury of moving their limbs around and having a good yawn and stretch from time-to-time to the degree car drivers do. All they can really do is stand up on the pegs or stretch one leg at a time while sitting down to avoid cramp and fatigue, and it strikes a contradictory note that these safety practices are considered unsafe by regulation. Fatigue is a killer too.

Stopping to stretch is often impracticable as suitable places aren't always available. More and more highways are becoming freeways or motorways with restricted stopping in the breakdown lane; rest stops or parking bays are few and far between, and many are short on shade as

they are designed for drivers in tintops rather than motorcyclists.

Rider training schools, including police training, and associated manuals and handbooks, advocate lifting oneself off the seat when negotiating potholes, bumpy terrain, spoon drains, traffic calming devices and the like. One would think these people know what they're talking about.

The AMC believes it is appropriate to bring the road rules into line with currently accepted safe practice.



Standing up on dirt roads is recommended by experts

AMC SUBMISSION TO NTC

In general terms, there are three parts to Section 1 of this Rule that deal with rider control of a motorcycle, i.e.

(a) sit on seat, (b) hands on handlebars, (c) feet on footpegs.

Rule 271: Riding on motor bikes

(1) The rider of a motor bike that is moving (other than a rider who is walking beside and pushing a motorbike), or the rider of a motorbike that is stationary but not parked, must:

(a) sit astride the rider's seat facing forwards; and

(b) ride with at least 1 hand on the handlebars; and

(c) if the motorbike is moving – keep both feet on the footrests designed for use by the rider of the motorbike.

Riders sometimes need to take a foot off the pegs

Proposed amendments

Amend Rule 271 (1) (a), (b) and (c) as follows:

(a) "remain astride the motorbike facing forwards; and"

(b) "if the motorbike is moving – keep at least 1 hand on the handlebars; and"

(c) "if the motorbike is moving – keep both feet on the footrests designed for use by the rider of the motorbike, unless the motorbike is moving at less than 10 kilometres per hour or: (i) the rider is manoeuvring the motorbike in order to park the motorbike; or (ii) the motorbike is decelerating to come to a stop; or (iii) the motorbike is accelerating from being stopped."

We submit that Part (a) requires an amendment to ensure a motorcycle rider is able to maintain control.

Amend Rule 271 (2) (a) as follows:

(a) "remain astride the pillion seat facing forwards"

Similarly, we propose that Part (a) of Section (2) be amended to allow a pillion passenger to follow the body movement of the rider. This is particularly significant in negotiating speed humps or traffic calming devices placed on suburban roads. Speed humps may cause a pillion passenger to become unseated if they do not lift their body off the seat by standing on the footpegs.

These amendments would clarify the existing rule and create consistency with motorcycle rider training and safety.

We reproduce here the text from Page 55 of the Victorian Riders' Handbook, issued by VicRoads and available online, as "Part 2":

"Bumpy roads and potholes: On rough roads, keep your speed down. That does three things – it gives you time to avoid the worst bumps or holes, reduces road shocks and gives your bike's suspension time to work. Remember that bumps can affect your steering as well as well as the suspension, so take it easy. To give yourself as much control as possible, raise yourself a little on the footpegs so you can absorb road shocks with your knees and elbows."



NSW Police training

On Page 57 of the same VicRoads Handbook is a "check your understanding" question for this point.

The accompanying photograph shows a NSW Police rider demonstrating correct posture for maintaining precise control when riding on variable surface geometry: separating bodyweight from the motorcycle mass and applying it low-down through the footpegs aids in lowering the centre of mass for manoeuvring control.

(Other photos courtesy of Motorbike News)

LEARNER DRIVERS and MOTORCYCLE LESSONS

Liberal senator Cory Bernardi wants all learner drivers to be taught how to handle a motorbike as well — even if they don't intend to ride one.

"I think it's really good that drivers understand what motorcyclists go through on the road," said Senator Bernardi. "Ultimately, if car drivers are more aware of motorcyclists, it's going to be safer for the motorcyclists and for the motor vehicle drivers themselves. I think it's a really important step."

Some 170 motorbike riders die each year in road accidents, and many more are seriously injured. The number of registered motorcycles in Australia has doubled in the past ten years to close on 800,000, and this figure is growing by around six per cent a year.

According to the Chairman of the Australian Motorcycle Council, Shaun Lennard, there should be a national standard for rider training.

"In Queensland, the previous government introduced a requirement that you have to have held a car licence for a year before you can get a motorcycle learner's permit. That's not about motorcycle safety, it's a measure to discourage motorcycling. The Victorian government has introduced a requirement for high-viz vests for novice riders when there is very little in the way of evidence to support this and some that actually recommend against it."

Mr Lennard was addressing the fifth annual MPs and Senators motorcycle event which included a ride through Canberra with Senator Bernardi, Motoring Enthusiast Party's Ricky Muir and Liberal Democrat senator David Leyonhjelm. They and Labor MPs Bernie Ripoll and Andrew Leigh hope to form a Friends of Motorcycling group within Parliament to lobby for biker issues and make it clear that most riders are law-abiding, and bikes are an answer to some transport problems.

"Congestion in our larger cities is frequently discussed, and it's always focussed on three areas — public transport, walking and cycling," said Mr Lennard. "Rarely are motorcycles and scooters even mentioned as part of the transport solution. This overlooks the importance of personal mobility and access, particularly over distances where walking or cycling are impractical for the majority. "

Backed by the Australian Motorcycle Council, the Friends of Motorcyclists' aim is not only to improve safety on our roads, but to show that most bikers are ordinary Australians and not those who often feature in news reports.

Courtesy New Ltd

RSO 2015 AGM REPORT

By Neville Gray

2014 has been quite a significant year in South Australia in regards to advancements in motorcycle road safety initiatives. However, a lot has not been achieved and the slowness and prioritising of the Department of Planning, Transport, and Infrastructure (DPTI) has been largely to blame.

It has been over two years now since the six-point questionnaire to riders has been submitted and we still have no final reaction from the Department. Also the upgraded Motorcycle Rider Graduated Licensing System has not seen the light of day, while the car driver orientated version is now complete and has been implemented.

The Returnee Rider Training update scheme has been years in limbo after being mentioned as an action in the 2010–2020 SA Road Safety Strategy. It was first mooted some 11 years ago. Just how hard is it to come up with a proposed course syllabus, do a trial run or two, do some fine tuning and get the course out to those who really need or want it? (The TV media in particular are waiting in the wings to promote this to the general public as they see it as potentially of significant interest.) However, there have been many pleasing accomplishments in 2014. They include:

- The initial \$1.6M allocated to specific motorcycle safety infrastructure improvements has been increased by another \$5.5M over the next 3 years. We have already started to see this money being spent and all plans for this expenditure have been firstly examined by the Motorcycle Reference Group for their collective input. The main improvements seen so far have been the adding of extra lower guard rails (rub rails) to motorcycle high crash rate areas in the Adelaide Hills. Many kilometres have already been installed. Over the past year a comprehensive road surface audit has been conducted using the instrumented Yamaha FJR 1300 borrowed from QLD Transport. Results will be fed into the plans for the expenditure of the promised funds.

- There was verbal confirmation received that a motorcycle safety levy will now not occur in South Australia. This possibility has been a major concern to riders and was the number six question in the recent rider survey conducted by DPTI. We see this as a major victory for the MRASA especially in light of the \$6.9M received from Government coffers for infrastructure improvements (these funds actually came from the Motor Accident Commission's 'profits' from the 2013/2014 financial year).
- The number of rider deaths recorded in 2014 is one down on 2013 with 11 recorded compared with a five-year average of 16 but the number of serious injuries shows an increase over 2013. The number of deceased and seriously injured riders over the age of 40 shows an increase with the last 5 fatalities for 2014 all over the age of 55. Bring on the Returnee Rider Course! What other evidence is needed?

During the year, unofficial talks with DPTI indicated that they are not pursuing the introduction of legalised filtering for motorcyclists as they did not think that Adelaide has a traffic congestion problem. However, the MRASA will need to maintain a watching brief on other States that have implemented a filtering trial so that a decision can be made as to whether we pursue this further in this State. Likewise with the ability to ride in bus lanes. We have lobbied the Department for the ability to do this but have not received an answer either way.

TASSIE TOY RUN FATALITY

Kim Dougan died after crashing her motorcycle on the Midland Highway, south of Conara Junction, during the annual MRA Tas Christmas Toy Run in 2012.

Coroner Simon Cooper found the 45-year-old was caught in a strong crosswind and a large teddy bear strapped to the motorcycle's rear mudguard would have acted like a sail. He also found the crosswinds would have caused her to lose control of the bike

Mrs Dougan had only had her P-plate licence for six months and had previously only ridden in good weather. Mr Cooper said mandated training courses did not address safe riding in bad weather and they should be extended to address adverse conditions. This was supported by the Tasmanian Motorcycle Council.

AMC AT IRF BALI CONGRESS

From Shaun Lennard, AMC Chairman
(Our man in Bali)

After representing the Australian Motorcycle Council at the Australasian Road Safety Research, Policing and Education conference in Melbourne in early November, from November 17–19, I presented a paper at the International Road Federation's (IRF) First Asia Regional Congress held in Bali, Indonesia.

Under the theme "Building the Trans-Asian Highway", this one-of-a-kind event provided a unique setting for sharing proven and innovative solutions for the region's mobility needs, latest industry technologies and best practices from all over the world and how they can be replicated or modified to meet a region's specific needs.

Indonesia is the largest economy in Southeast Asia and is considered one of the world's leading emerging market economies. It has a large road network spanning more than 213,000 km of paved highways and about 155,000 km of unpaved highways.



As an emerging economy, Indonesia is making significant transportation infrastructure investments which are necessary to help it maintain pace with its rapid growth. To help bridge this infrastructure gap, the Indonesian Ministry of National Development Planning plans to invest US\$536 billion in infrastructure projects between 2015 - 2019, of which US\$104 billion — or 19% — will be invested in roads alone.

I was invited to present a summary of infrastructure issues from a motorcyclist's point of view, and to also cover other aspects of motorcycling and motorcycle safety, such as training and emerging technologies.

My presentation had the title "The Shared Road to Safety". I saw this opportunity as a case in point — a rider representative referring to a framework from manufacturers in a presentation to road engineers and associated parties. There were many hundreds of delegates at the event, which hosted 150 speakers from 36 countries.

It was an eventful week in Bali at the IRF's Asia Regional Congress, with plenty of discussion around motorcycles and transport policy.

As one presenter noted, "We're designing and building all these roads for cars, but 80% of the traffic is motorcycles." The good news is that transport planners in Asia are starting to take a broader look at all of this, and I saw a few examples of some really good things.

A line I used in my presentation is that "motorcycles are an integral part of the road transport system, but aren't integrated into it."

One presentation was about advanced stop lines, where they have been installed in one Indonesian city under the name "red boxes" (as the roadway area is painted red).

Mandara Toll Road

Apart from being a whole new approach for an Asian city, the even better news was that the Transport Department's own evaluation of the

motorcycle red box project showed that crash/conflict numbers reduced AND traffic flow increased! More cars got through on each change of lights in intersections where the red boxes had been installed — by an average of 7%.

Away from the conference I got to see the new Mandara Toll Road — a 12km causeway across the Bay of Benoa opened just a year ago. It features two normal traffic lanes in each direction, and also separate motorcycle lanes, all separated by concrete barriers (ie. the motorcycle lanes are also separated from the car lanes going in the same direction). There's information about the causeway and an image at this link:

http://en.wikipedia.org/wiki/Bali_Mandara_Toll_Road

My thanks to MRA SA for its recent donation to the AMC which has made my participation in this major event possible.

BIKES I HAVE KNOWN Pt.2

Geoff Grant

It is now 1979 and the BM was replaced by a Suzuki GT750 B model – back to the triples. Loved the GT but this one had a few overheating problems so it was a cold weather bike. Whilst riding this one a guy that owed me some money informed me he could not pay me but he had some boxes of bike parts which he offered as settlement of the debt – I had little choice so I took something rather than nothing. One night when I was bored I sorted through the boxes and realised there was most of a bike in there along with a few car parts and some unrecognisable bits.

Over the next few weeks a 750/4 Honda emerged from the pile of parts. I eventually slotted in the battery which was lying on its side in a box and the thing started! This bike was not me at all, extended forks, fat back wheel, sissy bar, leaking oil and terrible handling. So terrible that on the way home from a Toy Run with my daughter on the back we scored a nail in the front tyre. It went flat near Crafers and I rode it 10 kms home wobbling only slightly worse than normal!

Another triple arrived while I had the Honda – this time a J model GT750. These were already sought after so I didn't ride it a lot but put it away as an investment. I still go and talk to it regularly.

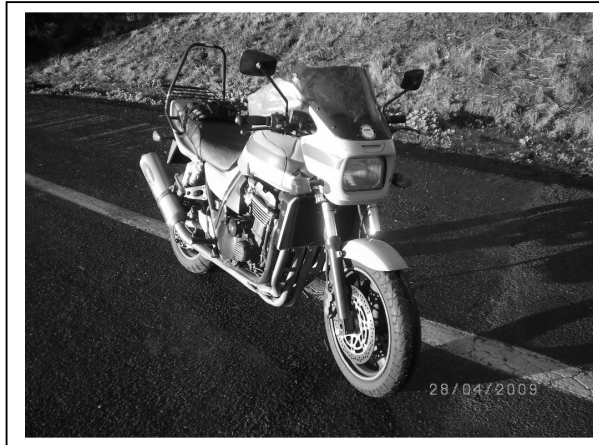
My K model GT750 came next. I still have this one too and it was pretty much regularly used up until 2006 when it started jumping out of second gear. I had a good mind to complain to Suzuki because it had only done 330,000 miles! That is around half a million kays. Yes, it had a few top end rebuilds and about a zillion sets of wheel bearings but this is the first time the bottom end has been apart. It will be back on the road before too long because apart from a few worn dogs the gearbox was actually in pretty good shape.

Just to add to the triples an A model GT750 came into my possession and along with the L and M models that I really didn't ride I now had a full set of GT750s. I have sold a couple since though.

It is now the year 2000 and another triple joins my stable. This time in the form of a H2 750cc Kawasaki in a road race sidecar. After a bit of a bumpy start this outfit has now taken me to quite few State Titles (SA and Vic) as well as wins at the Island Classic, Historic Winton, Southern Classic, Seniors, and five second

places at the National titles. It also made me an international racer with a hard fought 3rd place at the Barry Sheene Oceania Challenge in New Zealand. I had hoped that this year I might actually have a chance for the National number one but my recent altercation with a power saw has meant that I could not contest those titles.

In 2004 I scored one of the bikes that I had wanted since they were released in 1984 – a GPZ900R. This was a great bike and I covered a lot of kms in a short space of time. Shortly after getting this bike we moved to Callington and I started commuting 120 kms round trip each day. The bike handled it well except that it was getting a bit old and the amount of maintenance required was quite high with the distance I was covering (around 1000kms per week when I included weekend fun runs). Added to this was the fact that the carbies were getting a bit worn so there were mornings when certain deities were cursed as I tried to get the thing to start.



Kawasaki ZRX1100

I thought I would upgrade so I bought a 1991 model GPZ900R. Quite a different bike to the earlier model with different brakes and a bigger front wheel.

But it still had a few maintenance issues so when a 2000 model ZRX1100R came my way at a good price I grabbed it. I still have these last three bikes in my shed but the ZRX has now done over 100,000 kms and still hasn't missed a beat. I am just refreshing its rear shockers and have given it a little bit of a tidy up but it is going to go a long way yet.

Earlier this year another road race sidecar joined the stable, a genuine 1970s Windle. Whilst it originally had a TZ750 in it I can't afford one of those so this one will also be H2750 triple powered but with its better brakes and handling I hope to be very competitive with it.

And finally there is the 'mini me'. A 50cc road race sidecar that is all of 3 feet long and weighs about 30 kg. And yes I do ride it and I have been around the block on it a few times so it fits in the category of bikes I have ridden.

So there we have it, 51 years in the life of Geoff – well in a motorcycle sense anyway! And I trust that there will be more bikes in my future not the least of which I hope will be an F2 sidecar.

PERU OR BUST!

Think of a salt lake, 140k across, think of a cobblestone road 120km long, think Machu Picchu ruins and mountain roads without a single straight section, and then think of travelling there on a motorcycle, and you're thinking of a trip to remember.

Last October I laid my money down and headed for South America on a Ferris Wheels Awesome Andes tour across Peru and Bolivia. Ferris Wheels' motto is "Are you living on the edge yet ... or are you still taking up too much room?" Their tours take you to the edge and let you find a place there and then help you find a way back.

We (9 Aussies, tour guide and mechanic) started in Arequipa, Peru, at 2,350m above sea level, where we picked up the bikes. Mine was a BMW GS650F, others rode Kawasaki KLR 650s and Honda NX400s, all adequate for the trip though the Hondas tended to have a shorter range relative to the other bikes.

Within a couple of days we were on our way to Bolivia. First stop was the border town of Desaguadero (4,000m) on the edge of Lake Titicaca, truly at the arse end of the world – dirty, dusty, crowded and no decent restaurants, so boy we were glad when the border dance was over to get on with the riding. We headed across the Altiplano, through Urmiri, Sucre and then Potosi, famous for its silver mines. We visited a mine and it was like something out of the Victorian era – exploited miners (\$5/day), no safety standards and the miners spend most of their time high on coca and 140 proof spirits. Life spans are short and brutal.

On to the Salar de Uyuni, the largest salt pan on Earth. "Head for the island in the middle," he said, "where we'll have coffee", he said. "That way," he said, pointing, "Only 70k. Keep the volcano at 2 o'clock. You can't miss it." He was right. What fun. The salt was as firm as a bitumen road so you could open the throttle wide, and wider. The only disconcerting thing was that the horizon was so close that if you stopped for just a minute, everyone else disappeared so quickly. The road in and out of the Salar was dreadful and provided some heart-stopping moments. Though I came close, I didn't fall down.

On to La Paz, of which I didn't get to see much as I came down with salmonella poisoning and giardia which put me out of action for a couple of days. I did get to visit the floating islands near Puno on Lake Titicaca a couple of days later.

After that it was on to Inca country. Cusco and the Norton Rat's Tavern and then the train to Machu Picchu. Absolutely awesome, though try to visit in the early morning. After 10am you will be lucky to get a decent photo because of all the crowds. The bus ride to the ruins caused some heart palpitations as it was on a one-lane road, up the mountain with buses travelling both ways, and no guard rails.

Somewhere in all that travelling we found an old Inca road that was cobblestones for 120k, lots of road works, some awful gravel roads where some of the guys fell down (wrecking one bike) and some high passes across the Andes heading for the Nazca Plain. Now these mountain roads and the coast roads after the plains are perfect scratching roads – nice long entries, beautiful cambers, with very few straights, so you come out of one corner and straight over into the next. This went on for hours and with very little traffic to contend with. At the end of it, you're out of breath (remember the altitude – around 4,500m) and only one question: "Can we do it again please?"

The roads, where they were sealed, were great, both in Bolivia and Peru. They know how to build roads for motorcycles. And on the coast roads which flank giant sand dunes for kilometres at a time, the Roads Department is kept busy sweeping the sand off the roads to keep them safe. So the bitumen riding is great and the gravel riding is challenging at times.

All the way through the trip, the food was varied. It ranged from restaurant quality to workers' cafes, but was always plentiful. Lots of potatoes (over 300 varieties to choose from), freshwater salmon, ceviche (fish marinated in lime juice), cuy (guinea pig) and more, and always tasty. The beer tended to be German brewed so it was always good and the Pisco (local brandy) is to be treated with respect.

A great trip with some great (and not so great) memories. But that's travel in a third world country. The rides though, are worth going back for another go.

Harald Lindemann

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

ASI Motorcycles	Discount on request	8326 2800	48 O'Sullivan's Beach Rd Lonsdale
Bills Motorcycles Richmond	10% on request	8234 2050	Belltower Centre 340 South Rd
Bills Motorcycles Blair Athol	10% on request	8349 8477	368 Main North Rd Blair Athol
Bridgeland Motorcycles	Discount on request	8532 5722	145 Adelaide Rd Murray Bridge
Coast Yamaha	Discount on request	8382 5581	212 Main South Rd Morphett Vale
DA Motorcycles	Discount on request	8281 8933	1758 Main North Rd Salisbury Plains
Eye 4 Airbrush	10% discount	8284 5393	24 Ramnet Circuit Munno Para West
Gawler Motorcycle Centre	10% discount on accessories	8522 7700	Lot 1 Main North Rd Evanston
GC Motorcycles Prospect	\$5 on tyres	8344 7888	122 Main North Rd Prospect
GC Motorcycles Melrose Park	Discount on request	8371 4699	947 Main South Rd Melrose Park
Gilbert & Mattner Lawyers	10% discount	8233 3661	32 St Helena Place Adelaide
Honda World / BMW Adelaide	10% parts & accessories	8374 2299	1075 South Rd Melrose Park
K & M Motorcycles	10% parts, accessories & ws 10% new products, 20% repairs, all Aussie leather	8234 1090	10 Deacon Ave Richmond
Ken Oath Leather Goods	repairs, all Aussie leather	0417 713 523	3 Cranbourne St Elizabeth Park
Kessner Suzuki	10% parts and accessories	8261 9955	320 North East Rd Klemzig
Motorcycle Parts & Gear	Discount on request	8562 4725	33 Railway Tce Nuriootpa
Motorcycle Revolutions	Discount on request	8371 4448	855 South Rd Clarence Gdns
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QBE Insurance	Ring for a quote	0392 462 761	
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Victor Motorcycles	10% on genuine parts & acc	8552 3601	14 Adelaide Rd Victor Harbor
Walden Miller Clothing	10% bring the advert	8374 3884	40 Furness Ave Edwardstown
Yamaha Pitmans	Discount on request	8260 9200	420 Main North Rd Blair Athol
Yamaha Retro Spares	Discount on request, 5% tyres, 10% services	8340 1970	115 Regency Rd Croydon Pk
Yamaha World	Discount on request	8297 0622	845 South Rd Clarence Gdns

ROAD HAZARDS FREECALL NUMBER : 1800 018 313**Useful Links**

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

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

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

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

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

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

Road Crash Statistics from Australian Transport Safety Bureau.

HELMET CAM NEWS

Almost all of the 80-plus motorcycle police in QLD have added helmet-mounted cameras to their arsenal as they ride Queensland's roads, the majority of the time on their own.

"It's like another set of eyes," Acting Sergeant Robert Rea told *The Sunday Mail*. "It's like having another person there to capture everything."

Officers can "tag" incidents on cameras which automatically record the three minutes before an incident.

"They are only a backup," Sgt Rea said. "There is no wishy-washy evidence – this is exactly what it is."

Sgt Rea said the camera technology, which many general police now wear on their uniforms, was used in disputes over red lights, stop signs, seatbelts and mobile phones. He said, in his personal experience, the camera footage had dramatically decreased complaints and court action. "It stops complaints against police, false allegations, but also is a good evidence-gathering tool," Sgt Rea said.

Police are also using new motorcycles with computers to do instant police database searches, rather than waiting in queue over a radio.

Courtesy Sunday Mail QLD

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Motorcycle Riders' Association of SA Inc. MEMBERSHIP APPLICATION FORM

New Member: or Renewal Membership No.

Name: _____

Address: _____

 _____ Postcode

Telephone _____ Mobile _____

Email _____

Join mailing list/s? SAMRATS Scooter Club

Birthdate Occupation _____

Gender M / F Blood Donor? Please send info

Do you ride a Motorcycle Scooter Other

If family membership, 2nd cardholder name _____

Member of: Mid North South East Register

Other Clubs? Details: _____

Do not send Association magazine

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

Date ____ / ____ / 201__ Signature _____

MEMBERSHIP FEES: CIRCLE ONE

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

Payment by: Cheque Money Order or debit my Visa MasterCard

- - -

Amount \$ _____ - 00 Expiry date ____ / ____

Name as printed on card _____

Signature _____