

CENTRESTAND

June / September 2016



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FITNESS TO DRIVE CRITERIA

Let those who ride decide



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

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EDITORIAL

Harald Lindemann

A double issue this month due to overwork and illness. This means that you get twice as much info in one hit. Can you handle it?

We have information about lane splitting and the MRA's position on it, also the good (or bad) oil on bicycle lanes. Can we legally use them?

We have a paper from Peter Mount regarding the legislation requiring over 70s motorcyclists to undergo health checks. Are these fair or even necessary?

There is an article about compulsory safety gear for motorcyclists from Europe. This is important because our legislators more and more are looking to European standards for local guidance in these matters. Sometimes that is good, e.g. helmets, and sometimes misguided as in the past with 'Lights On' legislation.

There is an opinion piece about the requirement by some service stations for motorcyclists to take their helmets off before paying for fuel. Now this may not be a controversial topic as many riders do not have an issue with it, but underlying the rule is an attitude towards motorcyclists that should not be ignored.

Remember VLAD? Not Vlad the Impaler but the 'Vicious Lawless Association Disestablishment Act 2013' of Queensland. How has it fared over the years and why is it about to be thrown out? Check out our summary on Page 13 and visit the web pages noted for more information.

From Britain comes a story about street furniture that motorcyclists need to avoid at all costs. We have yellow bricks as corner and lane markers, they have striped slugs straight out of a Dr. Who episode and just as dangerous.

Thinking of going to Europe for a riding trip? The latest research on Page 21 will let you know which countries to avoid for being bad news for riders. A tip, don't ride in Croatia or Ireland, or Greece.

Spring is here, so there are more bikes out on the road, so watch out for each other and don't forget to wave, or nod, if that's your thing.

Ride Safe, Harald

And then there were none...Guy Stanford

The final roadblock to national sales and use of ECE 22-05 helmets has been achieved. At long last, one helmet, usable in all states and territories. Riders can choose to use the European ECE 22-05 or stick to the old Standard.

Many European helmet designs were incapable of being modified to comply with AS/NZS1698:2006. A number of ECE 22-05 helmets could be modified by beefing up the shell to make it harder (and heavier) so it could pass the "double impact" test. AS/NZS 1698:2006 has been amended a number of times to allow modified Euro helmets to be sold in Australia. However, there is no further need to amend AS/NZS 1698:2006 for this commercial purpose, as ECE 22-05 helmets may now be sold and used in Australia without local modification.

Helmets designed for the USA market remain able to be recertified to AS/NZS 1698:2006 for sale and use in Australia. The USA national helmet standard (FMVSS-218) and AS/NZS 1698:2006 remain substantially the same, with the main variation being in the headform used in testing, meaning sizes are slightly different and so is helmet fit.

As always, make sure you buy a helmet that fits YOUR head. Don't buy one online unless you can try before you buy.

There is one last tidy-up job to be done. That is to achieve a single national definition for "an approved motor bike helmet" that is consistent for compliance in all states and territories. This definition is different in each state and territory. What you can legally buy doesn't relate to what you can legally use.

SA and WA are quite clear, that compliance with the relevant standard is defined as at point of manufacture or point of sale. Qld is clear, that compliance with AS/NZS 1698:2006 is at point of manufacture, but this does not apply to ECE 22-05.

All other states and territories require ongoing standards compliance while the helmet is in use, but this remains impossible at the moment due to point-of-sale requirements for both AS/NZS 1698:2006 and ECE 22-05.

More Rider-Unfriendly Barriers for Vic

The Victorian government's plan to spend \$350 million 'upgrading' 2500 km of rural and regional roads with WRSF (wire rope safety fence) is bad news for motorcyclists, says BMW Club of Victoria President John Eacott.

Mr Eacott said the 'flexible' system was only flexible when heavy vehicles hit the wire rope and posts, but posed a serious danger for motorcyclists. "The upright supports of WRSF are designed to give way under the weight of a car or something heavier, but they don't do that for a motorbike," he said.

"That impact goes back into the rider; the barrier stays upright and causes severe injuries to the motorcyclist." Mr Eacott said solid concrete or steel Armco (W-Beam) barriers provided better protection for all road users, but those options were often not considered.

"There are better alternatives but unfortunately motorcyclists, as only 4 per cent of the motoring population, are considered to be the sacrificial elements," he said. "There doesn't seem to be much concern given to the damage that wire rope safety barriers can do to motorcyclists."

Mr Eacott said concrete barriers were widely used in other parts of Australia. He said it was not the wire rope safety barriers themselves but the upright supports which were most dangerous. "You come down around Melbourne, you go all through New South Wales, and concrete barriers are used quite extensively in the middle of roads," said Mr Eacott. They must be acceptable in those situations. Why can't they be acceptable in regional Victoria for all road users?"

Mr Eacott said while the wire rope barriers were cheaper to install in the short term, they ended up costing more over time when maintained appropriately. "All these different barriers have their limits, we accept that, but the WRSF seem very much driven by economics because they are cheaper to install," he said. "But over a 10 year period, the maintenance costs of WRSF is actually far in excess of either Armco or concrete, so it's a short term saving which is detrimental to the safety of motorcyclists."

Info courtesy Bendigo Advertiser Sept 16

UNFAIR COP

Police Admit Wrong Fine on Handlebars

Police have been incorrectly fining riders for wide handlebars, unaware the Australian Design Rules increased the maximum width from 900mm to 1100mm.

Caboolture rider Dean Brown has had his fine waived by the Deception Bay police, but Motorcycle Riders' Association of Queensland president Chris Mearns knows of four other incorrect infringement notices and believes many more throughout the nation may also have copped wrong fines.

"For years police have loved this handlebar rule and have been using it as a target, particularly for cruiser riders," says Chris, who recommends fined riders do not pay and should question their fine. He is also calling on police to refund incorrect fines and return any demerit points.

"In December 2015, ADR 57 was revised, but there has been very little communication of that revision," he says. "It is now apparent that the police do not even know it has been revised."

A Transport and Main Roads Department notice states: "Approved Persons and AIS will no longer be notified about changes to the vehicle standards by post. It is the responsibility of each Approved Person and AIS to check this webpage regularly and ensure they are familiar with any changes that may affect them and the function they perform."

Chris is calling on all transport departments to continue notifying police of any changes. "The average motorcycle rider has no chance of knowing all the rules," he says. There is no communication to the average Joe of an ADR change." He believes Harley Davidson, Victory and Indian lobbied for the change because they build motorcycles with standard bars that are wider than the previous maximum.

The change in handlebar rules also meant the maximum motorcycle vehicle width was changed from 1m to 1.1m. However, there is no change to the height, which is limited to 380mm from the lowest part of the handlebar to the lowest part of the seat.

Chris says the problem goes deeper because there are three documents affecting vehicle standards: ADRs, the Road Management Act (vehicle standards) in each state, and the National Code of Practice for Vehicle Construction. "In all three documents there are particular things that do not match," he says. "One example is mirrors. In all three they are different in size and configuration.

"If you go to the National Code of Practice for light vehicle construction and search for mirrors on motorcycles, the size stipulated is almost as big as the mirrors on a Ford Territory. But there are other examples so we obviously have a problem with laws and standards that get tied together that don't match because of mismatched and badly written legislation."

Courtesy Road Rider Mag 25 Sept 2016

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DARYL BEATTIE

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FUEL CONSUMPTION – CARS v BIKES

Motorcycles consume less fuel than cars. You may think this is obvious, because they are smaller, weigh less and have smaller engines. But do they really?

There are several ways to select cars and motorcycles to compare them with each other. You can look at size, engine capacity, price, weight, type of vehicle, etc. The first two or three choices aren't too difficult, but sooner or later questions arise about the comparability, about relevance

(how many are sold, ridden around?), about actuality (is it still in production, if not how long is it out production?). The survey decided not to go there, but to focus on the ten most popular sold cars and motorcycles

in Europe in 2015. From the ten most popular sold cars both the petrol and the diesel version were considered and the fuel consumption as registered in www.spiritmonitor.de, which provides reliable comparisons of fuel consumption between vehicles, was noted.

The 10 most popular sold motorcycles were:

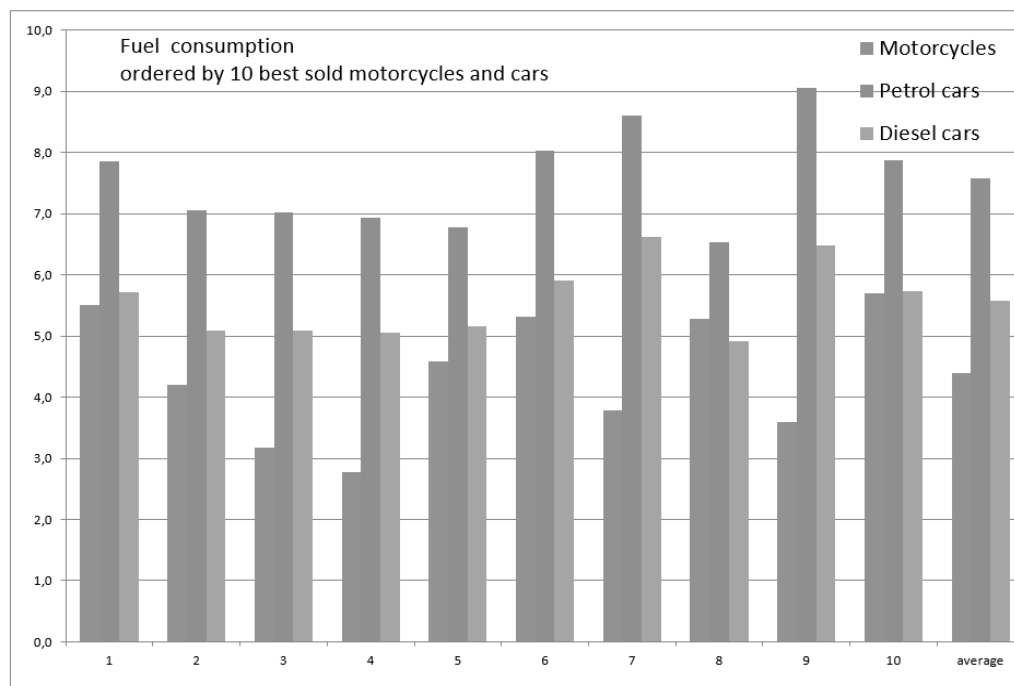
1. BMW R1200GS
2. Yamaha MT07
3. Peugeot Kisbee 50
4. Honda SH150AD
5. Yamaha X-Max 400
6. Yamaha MT09
7. Piaggio Zip 50 2T (China)
8. BMW R1200RT
9. Honda SH300
10. Kawasaki Z800

The 10 most popular sold cars were:

1. Volkswagen Golf
2. Ford Fiesta
3. Renault Clio
4. Volkswagen Polo

5. Opel Corsa
6. Ford Focus
7. Nissan Qashqai
8. Peugeot 208
9. Volkswagen Passat
10. Peugeot 308

In the graphic you will not see the brands and types of the vehicles, because it isn't about the brands and types themselves, it's just about the ten most popular sold. The motorcycles used between 2.8 and 5.7 litres fuel per 100 kilometres with an average of 4.4 l/100km. The petrol cars used between 6.5 and 9.1 l/100km with an average of



7.6 l/100km and the diesel cars used between 4.9 and 6.6 l/100km with an average of 5.6 l/100km.

In real-life the motorbike uses over 1 l/100km less than a

diesel car and over 3 l/100km less than petrol cars. Because fuel consumption and the emission of carbon dioxide (CO₂) are related, motorbikes also have less CO₂ emission.

According to a study from the Joint Research Centre of the European Commission in 2013, motorcycles in general have, compared to cars, a high emission of carbon monoxide (CO) and hydrocarbons (HC). However, motorcycles have, certainly compared to diesel cars, a low emission of nitrogen oxides (NO_x), which is seen as the most dangerous polluting exhaust emission at the moment. The motorcycles that were sold in 2015 all had to comply with the Euro 3 standards for motorcycles.

(NOTE: In the graphic the first line of each group represents motorcycles, the second petrol cars and the third diesel cars.)

Courtesy FEMA, written by Dolf Willigers

HATS OFF – I DON'T THINK SO!

This issue comes up every now and again. Or rather this non-issue comes up every now and again. I call it a non-issue because it's just something that we tend to complain about rather than do anything about, and the riding fraternity is fairly divided in its attitude towards it.

The (non) issue is helmets and service stations. Now I have been buying fuel at the same service station for both my car and bikes for a number of years and it peeves me that now and again (only when I'm riding my bike) the attendant will inform me that I should take my helmet off when I pay for fuel.

Now, I wear a flip-top helmet so any identification should be fairly

easy, both by the staff and their camera should I decide to go feral. So what's the issue? My usual comment is "Well, I'm coming in here with my cash/credit card and discount voucher all ready. What do you think I'm going to do?"

It seems to be petrol company policy that you remove your helmet and there are stickers on the bowsers and at the entrance to the shop to this effect, but if you are at your bike with your helmet on waiting to fill up and the pump is activated, isn't that an invitation to fill up? No demand is made for you to remove your helmet before service is provided. They have in effect invited you to take advantage of their service and then have the gall to ask you to remove your helmet before you pay.

If they refuse payment, after they have already allowed you to fill up, are you within your rights to leave without paying? After all, you can't put the fuel back. You could always leave your contact details so that they could invoice you.

My issue is that no other member of the motoring public is asked to bare their heads for the purposes of identification e.g. people with caps, hats,

hoodies, wraparound sunnies, scarves, burkhas all get a free run, but not helmets. In fact, dark sunglasses with a baseball cap is a well recognised way of obscuring one's features, but do people wearing these get asked to remove them? I bet you not.

I have been unable to find any statistics on the incidents of people robbing service stations wearing motorcycle helmets as disguises. Most people that do the deed don't bother. They just rock up with their screwdriver or knife and demand cash. They don't even bother to cover their faces.



I also couldn't find anything about motorcycle ride-offs without paying. The reports don't

differentiate and just lump all vehicles together. So if there is a dearth of stats which could ground this issue in fact then why the policy against helmets? I can see a reason for banks and police stations, but for general traders?

My view is that it's part of the general motorcycle bias that the general public carries with it – bikies are bad and the helmet rule is there for 'just in case'; i.e. close the door before the horse bolts. I don't see that there is more a problem with motorcyclists than with the non-motorcycling public and would like to be convinced otherwise with facts before I voluntarily divest myself of my helmet before paying.

For those who say, "Just suck it up, it's only a helmet", I would remind you that the attitude which fosters policies such as this criminalises a group in society on the basis of unfounded fears and ignorance. "It is assumed that every motorcycle rider is a criminal waiting to commit a crime in a servo or that there is a pool of motorcycle riders ready to commit crimes." (Guy Stanford) Think about it.

Harald Lindemann

VALE MEATAXE

DON 'MEATAXE' CLEAVER. Born 7-10-1939, died 2-1-2016. Died at Waikerie hospital after a brief battle with cancer. Don was a long-time MRA member, and missed only the 2015 Toy run, being too crook! He really looked forward to this event, often taking his grandies in the chair.

He was organiser of the Swagman Rally at Bower for many years, and main man at the Alzheimer's Rally at Sedan together with his lovely wife Lyn. Meataxe was also a founding member of the Mallee branch of the Ulysses Club and a supporter of the general Ulysses Club. A good friend to many, Don was always ready to lend a hand and often did.

We all remember him leaving rallies well before anyone else, usually around 4-6 am. Often the first there and the first to leave. His sense of humour, dry wit and observations and opinions are missed by all.

He lived at Morgan for decades and found contentment there with wife Lyn and grandies.

One of motorcycling's true characters, widely known and respected and with an unmistakable appearance. He loved his Harley and sidecar.

A man of many talents. Vale Don. We miss you and will always remember the truly real man that you were. Feral and my epitaph would be HE ALWAYS LEFT EARLY. Too soon this time. Vale Meataxe

Sleaz

**NEXT BLOOD RUN
Saturday October 22 2015**

8.30am Roll-up, 8.45am Departure

**from Big W
cnr Goodwood & Cross Cumberland Park**

To the Regent Arcade Blood Centre

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

TOY RUN REPORT

The Toy Run Committee is working hard to prepare an enjoyable Toy Run for all the riders who attend. Remember this date – Sunday December 11, the second Sunday in December. Gather at Victoria Park racecourse, now known as the Clipsal track, from 8 am and get ready to ride *en masse* to Callington Oval.

At the Oval there will be the usual, and hopefully some unusual, stalls, food vendors for your delectation and, for your entertainment, Santa will be there in his new Magic Cave, and providing music will be the The Incredibles.

So come along and don't forget to bring a toy. Remember that soft toys have limited appeal to most kids, especially the older kids, so tie one to your bike as a mascot and consider bringing things like games, books, a footie or other sports equipment, makeup kits for the girls and educational toys for the littlies. And make sure that you protect what you bring up. Last year some toys were damaged in transit by being occy-strapped to bikes and were no longer suitable as gifts. Think about what you would like to give your own kids and the condition they would like to receive them and you won't go wrong.

The Toy Run posters should be out by the time you receive this magazine, so watch out for them. Let us know if your favourite bike shop has missed out – we try to get to everyone.

As usual the Toy Run couldn't happen without the squad of volunteers who help us set up before the event, pull down and clean up afterwards and provide marshalling services throughout the day. If you can help out with any of that, especially with the marshalling, contact Harald on 0421 289 714 or Cathy on 0408 853 380.

The marshal training days this year are on Saturday October 8th and Sunday October 16th. The training is a half hour session with SAPOL followed by a trip to Callington to familiarise yourself with what needs to be done. You only need to attend one session. After that you will be an accredited SAPOL Traffic Marshal and receive a laminated card to that effect.

See you there and ride safe until then.
Harald Lindemann 2016 Toy Run Coordinator

SPEEDING FINES IN DOUBT

Thousands of speeding fines are in doubt after an Adelaide man successfully challenged the accuracy of a laser camera gun that wrongly clocked him at more than 50km/h above the limit. In a landmark judgment, the Supreme Court upheld Adam Dean Butcher's acquittal on charges of driving at 102km/h in a 50km/h zone in Adelaide's north almost four years ago.

Legal experts say the ruling has significant ramifications for police handheld devices used in Australia, urging motorists to challenge their fines in court. Police, however, denied the judgement created a legal precedence despite the court ruling that internal testing failed Australian standards.

Mr Butcher was charged with one basic count each of driving at a speed dangerous to the public and driving at a speed of 45km/h or more in excess of the speed limit. The charges were dismissed following an Adelaide Magistrates Court trial in August 2013 despite Butcher admitting he was speeding. He faced a maximum two years in jail and a 12-month licence ban if convicted. Prosecutors appealed to the Supreme Court, which ordered a retrial after finding Magistrate Melanie Little had made errors over a legal argument linked to a certificate of accuracy. During a retrial last year before Magistrate David McLeod, police argued that the testing on the day showed that the speed gun was accurate.

Mr McLeod accepted evidence from Sen-Constable Goldsmith — whom he described as an “experienced traffic police officer” — that he correctly tested the device using internal procedures. Under road laws, officers are required to examine speed guns before and after each shift, which the officer stated he did, using a series of exercises including a “fixed distance velocity test”. Defence lawyers, however, questioned those procedures and whether they proved the device was accurate. They also challenged the certificate of accuracy, signed off by Chief Inspector Alby Quinn, then at Elizabeth Police station, which “proved” the device's “margin of error” was correctly between +2 and -3km/h. Devices are also subjected to annual “calibration” testing.

Magistrate McLeod found Mr Butcher not guilty in May this year, ruling he could not prove

“beyond reasonable doubt” the precise speed the accused was travelling.

Police lodged a second appeal with the Supreme Court, arguing the magistrate made concluding errors about the speed gun certificate's accuracy. But in a judgment published online, Justice Tim Stanley dismissed the police appeal, ruling they had “failed to demonstrate” the magistrate was wrong. He found the evidence was sufficient to prove the internal police testing was not capable of proving accuracy within the margin of error and that it failed to comply with Australian standards. “...I am satisfied that there is evidence which establishes that the testing did not show the Lidar device to be accurate within the stated limit of error,” he concluded. I am further satisfied that in the absence of evidence of limit of error I cannot find proved beyond reasonable doubt the precise, or range of, speed of the vehicle. Further, while (Mr Butcher) admitted to speeding, the nature of the charges to which he has pleaded requires a precise speed or a range of speeds to be able to be calculated.” He added: “Such matters cannot be proved from (his) admission of speeding or from imprecise observations of the vehicle contained in the evidence. Without reliable evidence from which the speed or range of speed of the vehicle can be calculated both counts are incapable of proof beyond reasonable doubt.”

Mr Butcher declined to comment. His lawyer, Karen Stanley, from Websters Lawyers, told the Advertiser that the ruling had “huge ramifications” for motorists. “The devices police use to detect speed are not 100 per cent accurate,” she said. “There is always a margin of error. However, that margin of error can result in a driver losing their licence, their job or their house. “If you have been charged with a speeding offence or have received an expiation notice for a speeding fine, you may wish to challenge them.” Police declined to say whether officers would change testing procedures. In a statement, a spokesman said: “Police have considered the full judgment and its implications. “It is our view that the matter should stand alone and does not create precedent.” Road Safety Minister Peter Malinauskas is travelling through the APY lands, in the state's far north, and was unavailable for comment. SA Police have not launched a third appeal.

Courtesy of The Adelaide Advertiser (Andrew Hough)

LANE FILTERING POSITION

Motorcycle Riders' Association of South Australia (MRASA) Position on Lane Filtering In South Australia

The Motorcycle Riders' Association of South Australia fully supports the introduction of lane filtering legislation in South Australia for the following reasons. At the same time we categorically state that we do not endorse the practice of lane splitting.

1 **Clarity of responsibility** Currently there is no legal prohibition of lane filtering. On this basis motorcyclists are filtering without guidelines, causing inconsistencies in behaviour and confusion for road users and therefore increasing the risk of crashes. By introducing clearly-defined legislation, all road users will know exactly what their responsibilities are, which behaviours are acceptable and which are prohibited. At the same time clear penalties for incorrect behaviour can be introduced as a punitive measure.

2 **Reduce traffic congestion** Motorcycles have the ability to move off quickly from a stationary position. Allowing motorcycles to move to the front of a stationary queue will result in more traffic passing through that point than if the motorcycle were to be restricted to remaining in the queue and travelling at the speed of the slowest vehicle.

3 **Reduced risk of rear end crashes** Any crash involving a motorcycle is potentially more serious for the rider than for car drivers. Lane filtering removes the motorcycle from the stationary position within the traffic queue, thereby achieving a crash risk reduction. NSW lane filtering trial crash data also indicated that during the trial period no crashes attributable to filtering were reported.

4 **Standardisation of Road Rules throughout Australia** Australia currently has 7 separate jurisdictions, each applying variations of road rules. MRASA encourages the adoption of best practice road rules in an effort to achieve commonality across Australia and reduce the risk of misinterpretation and subsequent crashes by road users.

Preferred legislative model

The MRASA has examined the lane filtering legislation as gazetted in both NSW and Vic. In both instances Rule 151 applies.

The prime differences noted between the two jurisdictions were as follows.

1 Filtering is prohibited for holders of learners permits (Vic)

Filtering is permitted for holders of an unrestricted licence only (NSW)

2 Filtering is prohibited in school zones (NSW)

Filtering in school zones is permitted (Vic)

Given that the entire basis of lane filtering is "**WHEN SAFE TO DO SO**", MRASA suggests we adopt legislation which prohibits filtering past schools and also is only permitted by holders of an unrestricted licence.

School zones should be restricted because of the unpredictable behaviour of school-age children and the increased risk of a crash caused by erratic actions.

Filtering requires a degree of bike control and traffic awareness which is acquired over time and experience. Restricted licence-holders have not had sufficient time to accumulate this experience, hence there is a risk that their assessment of "when safe to do so" may not be correct.

A final position is the actual speed limit applied to filtering. For the sake of standardisation across all jurisdictions MRASA supports the 30kph speed limit adopted by the eastern states. However, we also suggest that all decision-makers review all other similar speed limits such as school zones, roadwork zones and stationary emergency vehicles with active warning lights to achieve consistency within and across jurisdictions.

The MRASA recommend SA adopts the eastern states model with the above-mentioned amendments.

Ebi Lux
Vice President & Road Safety Officer
Motorcycle Riders' Association of South Australia.
21/08/2016

SA REPORT TO THE AMC CONFERENCE

by Ebi Lux

1 In August 2015 the Adelaide Advertiser ran a story about the Anti-Bikie Police Squad. Within the story the reporter allegedly quoted a senior detective from the squad saying that toy runs are just fronts for illegal gang activities. As the MRASA organises the annual toy run we took exception to the comment and contacted both SAPOL and the Adelaide Advertiser asking for a retraction of this statement. In response SAPOL denied that the comment was made by any member of the squad and that the paper had misquoted them. The paper meanwhile stood by its quote and refused to retract or apologise for its defamatory remarks. Lawyers were contacted and we were advised we had been defamed but the law is such that unless an organisation can prove financial loss as a result of the comments we would not be compensated. Not surprisingly for the first time in 37 years the paper refused to run a Toy Run-associated story. So much for fair reporting.

2 Coast FM, a community radio station, has taken the very bold step of running an hour programme every Sunday morning for bikers by bikers about all things bike related. After a long chat with one of the show's hosts, Geoff Groth, we were offered a slot on the first and third Sunday of the month. The publicity opportunity has been phenomenal as the programme has been very well received. The Outside Broadcast done at the start of the Toy Run has been nominated as best OB, the programme itself has been nominated as best new show and the programme on 20/08 on road safety with MRA, SA Ambulance RFDS and Dr Haydn Bunton has been nominated as most informative community programme. All this was made possible due to an informal chat during a haircut by the MRA barber and one of his clients.

3 In October 2015 MRASA made a submission to the Senate sub-committee regarding our position on the sale of our Third Party insurer, the Motor Accident Commission. Ebi Lux and Michael Ray represented us at the hearing. As it turned out the entire enquiry was a farce in that the sale had been finalised before the hearing and all but the official government announcement had been completed. Members of the committee showed their interest by leaving the hearing room at various times during the submission hearings.

On the positive side, provision had been made to continue the road safety activities of MAC. The support MRASA has received from MAC has been invaluable over many years and we were concerned that this would cease in the future. However the impact of the sale upon insurance premiums is yet to be identified.

4 The ECE 22.05 helmet standard was finally adopted by SA in January when the Minister for Road Safety announced we would follow the other states. However, the change was not to be gazetted until legislation had been rewritten. The resulting legislation, though not perfect, has been judged by Guy Stanford (AMC Helmets Committee Chairman) to be more workable than those of other states. Throughout the entire process it was interesting to observe the measured and well-controlled activities led by Guy and the helmets sub-committee and then onto the AMC member bodies and compare that to the frenetic and often destructive comments made by various Facebook groups. Now we await the importation of ECE 22.05 helmets so we can see the results of the many years of hard work.

5 SA has not as yet adopted lane filtering. However following a meeting with the Minister for Road Safety in April, current rumours have indicated that filtering is being discussed at high levels with the distinct possibility of formal announcements being imminent.

6 In March 2016, in partnership with Motorcycling South Australia, we ran the first Off Road / Adventure Riding Course to be held in South Australia. Conducted by Shane Metcalfe, 8 times Australian Motocross champion, the course was well-run and judged to be better than a highly-recommended eastern states course by a participant who attended both courses. With the rise in adventure bike riding, having courses available locally at significantly reduced cost means that more riders will be trained to ride safely off-road before setting off on their trip.

7 MRASA has been instrumental in getting the motorcyclist first aid training to come to South Australia. The course again was judged to be very successful to the point where we have booked an entire course exclusively for MRA members and supporters, to be held in November.

MRASA continues to be active as motorcyclists' advocate on a number of fronts. We are vocal

members of the Dept of Transport-sponsored Motorcycle Reference Group. We have a seat on the Minister's Road User Stakeholders Forum and are active on the SA committee of the Australasian College of Road Safety.

REPORT OF THE AMC CONFERENCE DARWIN Sept 2016

The annual conference of the Australian Motorcycle Council was held in Darwin on 10-11/September. Unfortunately our Chairman, Peter Baulch, and Guy Stanford, AMC Helmets Committee Chairman, were unable to attend due to conflicting engagements. We also acknowledged the sudden passing of our Secretary, Tony Ellis.

A number of delegates arrived in Darwin from about midday on 9/09 and met in the hotel for informal networking and discussion. We also welcomed the arrival of three riders who had honoured Tony's wish to ride bikes to Darwin for the conference.

This year's conference was unusual in that there was no officially appointed chairman. Phil McClelland, as the sole attending executive member, was appointed by the delegates to chair the meeting.

Sub committee reports were dealt with first.

Helmet Committee. Guy wrote that whilst ECE 22.05 had now been approved across all jurisdictions we now have to make sure that the legislation on testing, approval and associated aspects does not cause the same confusion as did previous legislation.

Road Furniture. Brian Wood reported that attention to safety details for road furniture needs constant monitoring. He has devised an instrument which measures tension on wire barriers. For these to work effectively they must be maintained correctly.

Finance and Governance has had little activity and will be a key focus for the incoming committee.

Clothing Standards The testing protocols are all in place with the only restriction being finances to conduct tests to the fullest extent.

The next item of business was the amendment to the Constitution to recognise electronic communications and also instate the position of deputy chairman.

Each state presented their reports, with the key upcoming common issue being the introduction of a new rider training curriculum. This has been developed by external consultants with input from international road safety experts.

Guest speakers were from the Federal Chamber of Automotive Industries and Maurice Blackburn. As a result, both speakers we have arranged introductions to their state representatives.

Election of office bearers: Shaun Lennard Chairman, Phil McLelland Vice-Chairman, Secretary Anastasia Ampt, Brian Wood Treasurer, Peter Baulch and John Eacott General Members.

Congratulations to all for being elected and agreeing to undertake the management of the AMC for the next 12 months.

Finally, the meeting closed at about 5pm, well within the timeframe allowed thanks to Phil driving the proceedings as efficiently as possible. However, it must be said that he was aided by the absence of Guy Stanford.

Ebi Lux AMC Delegate

*Pink Ribbon Ride
2016*



Raising Funds for Breast Cancer

**Sunday 30th October Meet up at the Arkaba
Shopping Centre Carpark
9-10am register/pay 10.20am Stands up**

Riding to Mannum Oval

**All riders Welcome \$20 Rider / \$20 Pillion
Cash Only**

Sausage Sizzle! Prizes! Donations!

LANE FILTERING UPDATE MRASA

Following our meeting with the Minister for Road Safety, Peter Malinauskas, MRASA prepared a position paper outlining our preferred model for motorcycle lane filtering to be introduced into South Australia. This paper is available on the MRA website and contains links to legislation passed in both Victoria and New South Wales.

The paper has been submitted to the relevant government departments for consideration and discussion. As a motorcycle advocacy body, the MRASA would like to thank the departments concerned for the opportunity to present and discuss our point of view in this quite complex area. We have welcomed the feedback received and acknowledge the fact that not all points raised can or will be included in the final draft legislation presented to parliament. As a state-based body we will continue to represent motorcyclists at the highest level with absolute integrity at all times. As a member of the Australian Motorcycle Council we continue to represent our concerns at the federal level to maximise legislative uniformity across all states.

We now look forward to the presentation of the draft legislation to Parliament within the next few months and congratulate in anticipation the ministers responsible for taking this decisive action.

MRASA reminds members and followers that it is now, and will remain, illegal to filter using bicycle lanes. This is a highly dangerous practice which cannot and will not be supported by the authorities and responsible riders

Ebi Lux MRASA Vice-President and Road Safety Officer 2/09/2016

EVENTS COMING UP

(All events supported by Shannons)

- VVMCCSA Motor Cycle Swap Meet – Balhannah Oval, 02/10/2016
- Classics At Hart Motor Cycle Show – Port Adelaide, 2 day event 15-16/10/2016
- Adelaide Motor Cycle Festival presented by Shannons Insurance / Super cross – Adelaide Showgrounds 29/10/16
- Shannons Motor Cycle Expo and Swap meet – Lockleys Oval, 20/11/2016
- MRA Toy Run – Callington Oval, 11/12/2016

LETTER RE PROTECTIVE CLOTHING**Re:- Funding for a Motorcycle Protective Clothing 5 Star Scheme**

Research has shown that in a crash protective clothing is able to reduce the severity of injuries. However, there is no guarantee that what is sold as motorcycle protective clothing in Australia and New Zealand is “fit-for-purpose”.

In 2010 the Motor Accidents Authority of NSW commissioned a study into how to improve consumer information on protective clothing. The report recommends that a 5-Star system similar to ANCAP for cars be introduced. This scheme would have two ratings, one for ‘protection’ and the other for ‘thermal comfort’. This approach will allow garments to be ranked in order of performance, allowing riders to make informed decisions. It will also ensure continuing competition between manufacturers.

The Motorcycle Riders’ Association of South Australia supports the introduction of a 5-Star scheme for motorcycle protective clothing.

The NSW Centre for Road Safety is currently heading up a focus group investigating protocols for a 5-Star scheme and how to implement such a scheme.

What proportion of the clothing available on the Australian / New Zealand market will be able to be tested will depend on how much funding can be made available from road authorities, CTP agencies and other organisations.

In the interest of motorcycle safety we request that DPTI contribute funding to the Centre for Road Safety to enable the implementation of a 5-Star scheme.

For further information we suggest you contact Dan Leavy or David Beck at the NSW Centre for Road Safety.

As you are no doubt aware, MRASA has been promoting this project for the past 12 months and we are eager for DPTI to be involved in this next critical step in improving motorcycling safety.

Sent from the MRASA to MAC, DPTI and RAA

Scooters - A Safer Way to Ride?

What is a scooter? Scooters or motor scooters are not simply small two-wheeled vehicles with a motor generally on the back axle as defined by the insurance industry. Scooters are small vehicles capable of transporting one person comfortably and two people intimately

(Journey to work: buzz or bore? A phenomenological, ethnographic study of motor scooter riders in Sydney 2002)

Ian Coxon University of Western Sydney)

Riding a scooter has been influenced by three primary factors: low cost, less administrative impediments, and fashion statement. Scooter riders defy all norms of motorcycle riding and very rarely wear any but the legally required protective gear. This attitude only changes when the power capacity of the scooter increases and the purpose changes from commuting to touring.

In spite of the scooter riders' generally negative attitude to safety gear as worn by motorcyclists, the safety record of scooters appears highly enviable. In the period 2010 to 2014 only one fatality was recorded in SA, with another occurring in early 2016. However, before we all rush off to trade in our motorcycles for motor scooters let us examine what little data is available on injury statistics involving motor scooters.

Firstly it is important to note that the available details on motorcycle and scooter crash data is very limited, due to inconclusive or inaccurate records being gathered at accident scenes. Injury details are at best sketchy, hospitalisation information is incomplete and injury type is dependant upon individual interpretations. A recent study found that motorcycle injuries had been decreasing whilst scooter and moped injuries had remained constant. Demographic analysis suggested that an unforeseen and so far ignored factor influenced these statistics. Small capacity scooters are readily available for hire and are utilised by young tourists as a cheap means of transport. The Queensland data identified that the prime injury demographic on the Gold Coast was young back packers whilst the data for Brisbane was in line with the norm of older age group returning rider motorcyclists. Whilst there is a change in the age of injured riders according to

location, there is commonality in the basic cause. For small capacity scooters the current requirement to ride is a car licence, hence it is very possible that young inexperienced riders are using scooters as transport with not even the basic knowledge of using a powered two-wheeled vehicle. Add to that a high number of international tourists in a strange environment and you have a poor situation getting progressively worse.

The returning rider has a similar issue. Technological changes to motorcycles indicates that the same marque and capacity machine of 20 years ago is now a completely different beast. It is generally faster and more responsive. The Ducati of the 1980s is as far removed from its present day replacement as are similar aged computers. Then we add the increase in traffic and the rider's belief that they are still as good as they were 20 years ago and again you have a developing problem.

However, across Australia the road safety message has been constantly pushed. Motorcycle lobby groups have had some success in influencing governments across the nation to run effective road safety campaigns. However, the one area where governments are not keen to legislate is to licence small-capacity scooters as they say this will impact the tourist industry. I suppose the answer to this dilemma is the conflict between lives and dollars.

So far my discussion has centred on available data from Queensland. South Australia has not undertaken any data collection or analysis of accident statistics specifically relating to scooters. Indeed, the medical profession and emergency services complain bitterly of the lack of data for powered two-wheeler crashes. It is impossible to determine a simple statistic such as the type of safety gear worn at the time of the incident. It is the responsibility of motorcycle lobby groups to support our researchers to gather meaningful data from each crash so that we can truly learn what is happening on our roads. It is only through proper research that we can develop effective road safety campaigns, rather than having politicians legislate to address a perceived issue. As I said right at the beginning, the South Australian scooter injury statistics appear to be quite good. However, is that due to the decrease in scooter sales or are our scooter riders genuinely more careful?

VLAD - THREE YEARS ON

Judging the success of Queensland's anti-biking laws.

Have the VLAD laws been responsible for any change in general crime trends? No.

Have the VLAD laws resulted in a significant number of instances of criminal networks informing on themselves to avoid the mandatory punishment provisions?

No. Some 90% of those charged under the VLAD provision did NOT provide a statement to the QPS (Queensland Police Service) based on the data in the Queensland police submissions to the review taskforce.

Have the VLAD mandatory sentencing provisions resulted in many successful convictions?

Few. In two years only two persons have been convicted under the mandatory offence provisions. A recent court decision ruled any criminal group that is not formally named will now not be subject to the VLAD mandatory sentencing provisions. It should also be borne in mind that in the Queensland Police submission only 20 of the 100 persons charged under the mandatory sentencing provisions were members of named motorcycle gangs.

Have the VLAD laws resulted in large-scale disassociation of bikie members?

No. Bikie membership has decreased from 920 in 2013 to 882 in 2015 a reduction of only 4%. This is not a significant result.

Have the VLAD criminal association provisions resulted in many successful convictions?

No. None

Have the VLAD laws stopped bikie members from committing violence in public?

No. There have been a number of public displays of violence that are outlined in the Queensland Police My Police website.

Have the VLAD laws stopped public displays by the bikies that could be seen as intimidating by the general public ie toy runs, poker runs.

Yes.

Do the VLAD laws allow for more efficient and effective use of police resources?

No. Most criminal elements of the bikies have now gone underground and are much harder to detect. In addition to this, vast amounts of time and money used have been in matters that have ultimately failed in court, which is a waste of public money.

Have the laws impacted organised crime?

Queensland's anti-bikie laws were introduced to combat organised crime, in particular the drug scourge. But drug-trafficking offences in the state have more than doubled from 372 in 2013, when the laws were introduced, to 752 in 2015. Drug possession charges have increased 40% since 2013. Despite police claims of bikies being major players in the drug market, six years of data show they were charged with less than 1% of all drug-trafficking offences in Queensland.

The state's Organised Crime Commission of Inquiry criticised this tunnel-vision approach:

... the focus upon – and resources solely dedicated to – the threat of outlaw motorcycle gangs by the QPS has meant that other types of organised crime have not been able to be appropriately investigated.

The taskforce noted that crime statistics gave a realistic view of bikies' involvement in crime in Queensland: On any view they do not suggest that OMCG (outlaw motorcycle gang) members were committing a large number, or a large proportion, of serious crimes in Queensland. Other groups, such as the Mafia, are now well-entrenched in various organised crime activities in Australia, including the ice trade.

Bikie laws lack of success

The success – or otherwise – and the necessity of Queensland's anti-bikie laws can be broken down into a number of simple propositions.

With regard to general crime, the laws have not affected overall crime trends. The QPS noted that despite the laws having been in place for almost two years, the purpose for which they were created – dismantling bikie gangs – has not been achieved.

There are still plenty of bikies in Queensland. There were 920 members in Queensland as of July 2013. In June 2015, this stood at 882 members. Only a 4% reduction in bikie gang membership has been achieved – not the 17% claimed in the police submission. The police admit this reduction in numbers has had a limited impact.

There have been no successful convictions under the criminal association provisions in two years.

<http://theconversation.com/what-will-the-scrapping-of-queenslands-anti-bikie-laws-mean-for-organised-crime->

Remove 80 per cent of Traffic Lights to Boost Economy and Road Safety

In a new report, authors Martin Cassini and Richard Wellings of the UK Institute of Economic Affairs demonstrate what they say are the negative social and economic effects of the government's traffic management strategy, and argue for policies that harness voluntary cooperation among road-users. Using case-studies from around Britain, in conjunction with evidence from successful schemes in both Holland and Germany, they estimate that approximately 80 per cent of traffic lights could be ripped out in the UK.

The report says a huge proliferation in traffic regulations over the past twenty years has imposed a heavy burden on the economy. Just a two-minute delay to every car journey equates to a loss of approximately US\$23 billion every year, equivalent to almost one per cent of GDP.

According to the IEA, the number of traffic lights in England has increased by 25 per cent since 2000. By comparison, vehicle traffic rose by five per cent and the length of the road network by just 1.3 per cent in the same period. The report claims that traffic regulations, including speed humps, bus and cycle lanes and speed cameras are damaging to the economy and have a detrimental effect on road safety and the environment, whilst imposing huge costs on road-users and taxpayers across the UK.

Cassini and Wellings make a case for an alternative approach which they say delivers many of the desired objectives, such as road safety, without the costs. They say shared space removes conventional traffic infrastructure, such as traffic lights, road markings and bollards. The report says evidence demonstrates that when regulations are removed, including the rules that give some vehicles priority over others, drivers behave with more consideration to other road users, improving safety and allowing traffic to flow more smoothly.

Dr Richard Wellings, head of transport at the Institute of Economic Affairs, said: "For too long policymakers have failed to make a cost-benefit analysis of a range of regulations – including traffic lights, speed cameras and bus lanes – making life a misery from drivers nationwide. It's quite clear that traffic management has spread far beyond the locations where it might be justified, to the detriment of the economy, environment and road safety.

"The evidence of shared space schemes shows the transformational benefits of a less regulated approach, whilst the removal of a high proportion of traffic lights would deliver substantial economic and social benefits"

Courtesy ITS International Jan 2016

Why are Motorcyclist Not Allowed to ride in Bicycle Lanes?

Questions that keep coming up are why motorcyclists are not allowed to ride in bicycle lanes. Having canvassed a few people's opinions I have come up with a few answers.

One idea is that it has something to do about 'not being allowed to overtake on the left'.

There is also the potential unexpectedness for a driver of having a motorcyclist in a place where a bicyclist would be and the dire consequences of the former turning left across the path of the latter. However, technically, it would be the driver's responsibility to look for what's coming up on the left, and drivers aren't very good at that.

The other problems are the speed differential between cyclists and motorcyclists, and that cyclists are even more vulnerable than motorcyclists in an altercation with a car or a motorcycle, hence the government wants to keep the motorised and non-motorised vehicles apart.

Whatever the reasons, don't confuse lane filtering with riding in the bike lane, or think that you now have carte blanche to use the bicycle lanes as your own. It's still most of the time illegal and you can get booked.

Here are the relevant rules.

Bicycle lanes

A bicycle lane is a lane indicated by a bicycle lane sign and lane line for the exclusive use of bicycle riders during the times stated on the signs. If there are no times stated, it applies at all times. Bicycle Lanes may be coloured green where there is a greater potential for conflict between motor vehicles and bicycles.

While the bicycle lane is in operation, you must not:

- *park or stop a vehicle in a bicycle lane*
- *drive a vehicle (including a motorcycle) in a bicycle lane, except when:*
 - *entering or leaving the road from private property, a parking area or another road*
 - *overtaking a vehicle turning right or making a U-turn from the centre of a road*
 - *avoiding an obstruction.*

In each case the maximum distance you may drive in the bicycle lane is 50 metres providing you indicate and give way to cyclists.

<http://mylicence.sa.gov.au/road-rules/the-drivers-handbook/lanes>

SA Motorcycle Licence – Fitness-to-Drive Criteria

by Peter Mount

Currently, when South Australian motorcyclists turn 70 years-of-age they are required to undergo a physical and cognitive assessment by their doctor to determine if they are sufficiently fit to ride their motorcycle.

This test is based on the National Transport Commission (NTC) and Austroads' joint publication *Assessing Fitness to Drive for Commercial and Private Vehicle Drivers 2016* and earlier versions.

The fitness-to-drive criteria are developed by the NTC through a consultative process involving governments, health professionals, key national organisations and other interested parties, and it is the responsibility of the state and territory licensing authorities to apply the criteria as they see fit. This means that although the medical standards throughout Australia are consistent, licensing criteria vary from one jurisdiction to another.

Notably, the NTC's working groups established to develop the *Assessing Fitness-to-Drive* standards and guidelines since the inaugural *Assessing Fitness-to-Drive* in 1998 included representatives or input at one time or another from all motoring road user groups except motorcyclists.

The lack of motorcyclists' input on both a national and state level has, in all probability, led to the existing inequitable licensing conditions in SA and other jurisdictions. As a result, the criteria for SA motorcyclists are similar to those required for an SA light truck (8 tonne) licence.

But motorcyclists are not crashing more than car drivers due to age, nor are they crashing more due to medical conditions.

This regulation does not reflect recent changes to licensing standards for car drivers, does not bear any relationship to risk, either personal or to the general public, is contrary to a person's capacity to utilise the form of transport most suitable or preferable for them and is unjustifiably discriminatory.

Car licence requirements eased

Until recently (August 31, 2015), drivers were required to pass a medical examination and visual acuity test when they turned 70 and an annual driving test when they turned 85. This was problematic for many drivers for, as they aged and their fitness decreased, they became more dependent on their vehicles, and hence their licences, for transport, so they were more nervous about passing the tests, with the consequence that many failed, yet were still quite fit to drive in normal circumstances.

Medical knowledge is also progressively improving, and people are generally healthier at 70 than they were even a generation ago.

The SA Government has recognised the deficiencies and lack of currency of this regulation and it is now the responsibility of the person's doctor and the person themselves to determine if they are not fit to drive, and for

the person to complete a self-reporting medical form each year from the age of 75.

Motorcycle licence = truck licence

However, these new provisos only apply to car driving. All truck, bus and motorcycle licencees are still required to pass stringent physical and cognitive assessments each year to retain their licence post-70, and from the age of 85, all licencees except car drivers are required to do an annual practical driving test.

It is understandable that a truck or bus driver should be assessed for such fitness given that their vehicle can pose a significant risk to the public if the driver loses control

But an out-of-control motorcycle poses a comparatively negligible risk to anybody but the rider. Why should a motorcyclist need to have the same level of fitness as a truck driver?

Motorcycling more complex than driving?

The current fitness-to-drive criteria are based on the perception that riding a motorcycle requires more concentration and is more complex than driving a car. That is, that more demand is placed on a rider's physical and cognitive ability than on a driver's.

But surely any responsible road user would be applying the maximum concentration and capability possible at all times, whatever their vehicle?

Alas, although this might be so in an ideal world, and would reduce the crash rate considerably, this is clearly not a common practice. Police data attribute 49% of all motor vehicle crashes to inattention, indicating that drivers are not fully engaged with the task at hand.

Given that 43% of all motor vehicle crashes are rear-end crashes (Centre for Automotive Safety Research (CASR) 2005), of particular relevance to motorcycling in this respect is that a preponderance of motorcycle-car crashes are caused by the car rear-ending the motorcycle, usually when the bike is in slowing or stationary traffic (73.8% due to driver inattention, 23.5% driver following too closely). By comparison, motorcyclists are responsible for 0.5% of rear-end crashes (CASR 2005). This is a strong indicator of a lack of concentration by drivers, rather than motorcyclists. In the CASR (2005) in-depth crash study, "inadequate allocation of attention was found . . . to be a frequent contributor to rear end crash causation".

No matter how much higher the level of motorcyclists' concentration, or how much fitter they were, they would not be able to stop these inattentive drivers crashing into them.

The greatest demand on motorcyclists' attention is avoiding drivers who do not look for them.

A motorcycle is not more difficult to handle than a car, it is merely different. Just as with a car, once a rider has acquired the skills to ride a motorcycle they become quite adept at managing their vehicle in all common circumstances, and even uncommon ones, and provide no greater risk to themselves or others than car drivers.

Just like cars, the controls of a motorcycle are simple: accelerator, brake, clutch (with the exception of automatic vehicles). The rest is the same as riding a bicycle, or perhaps even a gopher. Will cyclists and gopher riders be expected to pass medical criteria at 70 years-of-age to continue riding their vehicles?

Motorcycling riskier due to drivers

The fitness-to-drive regulation as it stands implies that motorcycling is riskier than driving because motorcyclists, particularly those who reach 70, are less capable of managing their vehicles, or have poorer judgement, than car drivers.

Statistics suggest the reverse. Numerous studies over the past three decades (e.g. NSW Motor Cycle Council 2010; ACEM's Motorcycle Accident In-Depth Study 2001; Hurt 1981) have found that in 61% to 74% of motorcycle-car crashes the car driver was deemed to be at fault.

This suggests that, rather than discriminating against motorcyclists, changing the regulations to require car drivers to become familiar with motorcycle handling characteristics and usage (e.g., positioning on the road, braking, cornering lines and wet weather riding), if only in theory, would reduce motorcyclists' crash risk and possibly that of all other road users given the improvement in awareness that additional training in and familiarity with various forms of transport brings.

Do the statistics justify the age discrimination?

Do the statistics support such a regulation? Are more motorcyclists crashing when they turn 70? Although there has been a surge in motorcycling's popularity in recent years, particularly in the 'older' age group (40+, though this age varies depending on research – see below), both the number and rate of crashes (i.e. per 10,000 registered motorcycles) has decreased since 1996, suggesting that motorcycling is becoming safer.

Department of Planning, Transport and Infrastructure (DPTI) (2013) statistics show that in 2008 motorcyclists comprised 17.2% of all serious casualty (fatal and serious injury) crashes in SA. By 2012 this proportion had dropped to 16%, while the number of registered bikes had gone from 44,000 to 49,000, an increase of about 11%. Over the same period the number of scooter crashes halved. Today there are around 52,000 registered bikes in SA, while the motorcycle proportion of serious casualty crashes has dropped by an average of 1.4% per year in the decade to 2013 despite a 78% increase in registered bikes over that period (CASR 2015).

Although the number of sub-30 year-old serious motorcycle crashes has fallen, that of the 30–59 group has increased. This is most likely due to the increase in the number of registered bikes (many of which are of a style more popular with older riders) and licencees, and an increase in usage, or 'exposure' (applying the statistical measuring stick of VKT, or vehicle kilometres travelled). To maintain perspective, it must be kept in mind that while the number of crashes in this group has increased, the rate (per VKT) has decreased.

Significantly, the 60–69 age group made up only 6% of serious crashes in the five years 2008-2012, and the 70+

group averaged less than 2% (0.7% in 2015). This low rate of involvement in crashes is also reflected in the CASR (2005) rear-end crash study.

Australia-wide, in 2012 (for example), only three motorcyclists over the age of 70 died, while 91 drivers over 70 years-of-age died (Bureau of Infrastructure, Transport and Regional Economics 2013). As motorcyclists comprise about 3% of total registrations in SA (DPTI 2016), as across Australia, this means a 70-year-old motorcyclist's risk of dying in a crash is approximately the same as that of a 70-year-old driver.

Further evidence of older riders' ability to manage the road environment safely is their low representation in medically-related crashes. For example, although a representative number of rear-end crashes relating to medical conditions featured in the CASR (2005) in-depth study, not one was a motorcyclist.

On a broader scale though, research indicates that as people age they can acquire medical conditions which may increase their risk of being injured in a crash. Lindsay (2008) found that although medical conditions were the main causal factor in 13% of all crashes in the study (comprising drivers, motorcyclists, cyclists and pedestrians), 28% were over 70 years-of-age.

However, Sjogren (1996) puts these figures at 6% and 19% respectively (on a probability basis only, with the latter cohort of 'older drivers' being 60+ years-of-age), Dow (2013) puts the medically-caused crashes at 1%-2% and Gordon (2004) at less than 1%, which calls into question the consistency of the results across the board

Further, and of particular interest, the Centre for Disease Control and Prevention argues that age-related serious injury crashes are "largely due to increased susceptibility to injury and medical complications among older drivers rather than an increased tendency to get into crashes" (2015 p.1).

On these points alone, the rationality, effectiveness and fairness of legislation which targets ageing motorcyclists is questionable.

Reliability and limitations of the statistics

It is clear that caution must prevail in any consideration of the research into age-related crashes. For example, according to the research:

- The likelihood of a medical condition being a contributing factor in any crash varies from 19% to less than 1%.
- The definition of 'older' road user varies from 40 to 70 year-of-age.
- Some studies are based on a relatively small number of medically-related incidents and the conclusions may be misconstrued or may not apply in a larger study; for example, from a small cohort of 39 drivers involved in such crashes Lindsay (2008) found that 10 were 70 years old or over, amounting to 28% of the total, which seems like a lot at first, but on the other hand he found that the 20-49 age group – a comparable age range – comprised 50% of the total. Vaa (2003 p.29) also advises that "estimates of

relative risk, which are based on few results, should be interpreted with caution".

- Medical information (or the lack thereof) on drivers involved in a crash who do not need treatment or do not go to hospital may affect causal determinations.
- Motorcyclists are rarely identified (that is, specified) in age- and medically-related broadscale crash studies, and the motorcycle-specific research rarely includes an age- or medically-related component, thus minimising the quantity of associated data and compromising the efficacy, veracity and reliability of any conclusions drawn from it.

Discrimination

Some motorcyclists have never had a car licence. Should they then, upon turning 70, be required to get one? Or catch the bus? That is, will learning an entirely new skill at 70 reduce their crash risk? Taking them off their motorbike will certainly prevent them from applying their 70 years of experience in roadcraft to their ongoing survival, and will negate the value which we as a community place on knowledge, skill and experience, and upon which we base our laws.

This is a contradiction of the highest order.

Although it may be contended that the low number of motorcycle crashes in the 70+ group could be due to the effectiveness of the fitness-to-drive regulations, no such research has been conducted since the change came into effect on September 1, 2015, and little if any specifically comparative research prior to that. On the contrary, considerable weight can be given to the argument that older riders are at least no more likely to crash than older drivers, and in all probability significantly less, due to their relative fitness through exposure to the weather, attention to the job at hand, traffic awareness and hazard perception ability, all gained through experience on the bike.

A major reduction in motorcycle crashes could be achieved by focusing on increasing car drivers' awareness of motorcycles on the road (as in the Motor Accident Commission's TV campaigns in recent years) rather than reducing the number of skilled and experienced riders through age discrimination.

Summary

Medical conditions can affect crash risk across all ages, regardless of mode of transport.

Motorcyclists don't have a greater propensity for crashing when they turn 70 than car drivers.

Motorcycling doesn't require a higher level of fitness than car driving.

There is insufficient evidence to date to warrant discriminatory age-related legislation for motorcyclists.

Good legislation should be based on sound, incontrovertible argument for need and reflect modern developments in the relevant field; supposition and presumption as a basis should be avoided at all times. Vaa (2003) observed that new medical knowledge, greater awareness of the connection between health and risk, healthier lifestyles, better medicines

and better treatment have all contributed to a reduction in age-related crash risk. It is reasonable to conclude that this risk reduction applies to drivers and motorcyclists in equal measure, and that the regulations should reflect this.

Compared to driving, motorcycling is a healthy activity. Riders are continually exposed to the full range of the elements, including fresh air, hence it is probably a truism that if a motorcyclist thinks they are fit enough to ride, then in all likelihood, and certainly more so than drivers, they are.

It is recommended that the current SA fitness-to-drive regulations governing the licensing of motorcyclists who are 70 years-of-age or more be amended to come into line with the recently-revised regulations for car drivers.

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IF THE GLOVES FIT!

France – The motorcycle press, rider organisations and some clothing suppliers here in France are reporting that from the 20th November 2016 it will be mandatory by law, to wear gloves for motorcycle drivers and passengers (rider or pillion), motor tricycle, quadricycle motor or moped.

This follows a decree (No. 2016-1232) issued on the 19th September 2016 which aims to “*limit serious injury to hands and forearms*”. The decree states that the gloves worn are marked according to glove regulations relating to personal protective equipment when travelling.

These regulations would be EN 13594:15, which is the “*new*” *European Standard applied to protective gloves for motorcycle on-road use. The standard specifies “the requirements for sizing, ergonomics, innocuousness, mechanical properties, impact protection, marking and information for users.”*

It would appear that this standard includes two different types of test results and labelling of gloves: for abrasion – length of glove – test for remaining on the hand – strength of seams – impact etc. so a rider may be able to wear a less protective glove.



The compliance with this requirement may be checked by police, and riders may be penalised if not wearing the correct gloves, a fine for offences of the third class – €68 fine or €45 payment if the fine is paid within 15 days – increased to €180 Euros if not, plus an automatic reduction of a point from the rider’s driving licence – riders get the point back after two years without any further offence.

The compulsory wearing of gloves does not apply to drivers and passengers of motorcycles, tricycles, quadricycles engine or mopeds equipped with seat belts and doors.

MOTO MAG.com the magazine of the French riders group FFMC – Fédération Française des Motards en Colère asks, “*Will other motorcycle equipment soon become mandatory?*”

They say that “*Neither the government nor the Road Safety at the Ministry of Interior have yet to speak on other obligations. However, the first obligation of wearing gloves is a recommendation of the report of the Prefect (state representative/civil servant) Guyot, “Personal protective equipment for motorised two-wheelers,” delivered to the two-wheeler Committee of the National Road Safety Council (NSRF) at the end of 2012. The prefect recommended in order to generalise the use of personal protective equipment (PPE) for two-wheelers, to start with the requirement to wear gloves, then, once this obligation has been accepted, to gradually make mandatory other equipment.”*

FFMC itself says “*The FFMC has always opposed to the requirement to wear gloves while advocating ... always full use of protective equipment. In other words, it is not against the wearing of gloves that FMWC protests, but against the fact that they become “mandatory”* adding that, “*In fact, this obligation of wearing gloves is mostly a measure “cosmetic” for the government that wants to believe that it is for road safety” and “spoken by people who decide for us without even listening to our proposals.”*

How to make this clear this is a French regulation using European standards, it is not a European Regulation so will have no effect in other European countries.

However, looking at our own gloves, not bought yesterday but from “reputable” manufacturers, we can find no CEN markings, but there would be older markings anyway and whether these older markings/older standard would be compliant with this new French regulation.

Another thing is this article is just informative and does not go into the realms of freedom of choice, as freedom of choice and road safety injury protection from proposed government regulations rarely mix but education in our minds may be a better approach than compulsion.

That depends on whether your audience listens, as we suspect the regulation is aimed at younger

riders of smaller cc bikes and mopeds and should see a reduction in government taxes e.g. VAT for those that are probably the least likely to afford the necessary riding equipment that older riders take for granted.

So those young riders and those of us who live in France now need to shop around and be aware of what the CEN Standards for PPE motorcycle gloves are and trust their reputable motorcycle accessory supplier or internet purchase. More important is whether the Gendarmerie and French Police are aware of these standards. Do they understand the difference between old CEN standards and new CEN standards, or whether a reputable glove does what is intended?

One thing is for sure, no matter what the CEN (PPE) markings are and what claims for waterproofing or water repellent is, we have never had a pair of gloves that do not leak at some stage, so are standards more important than wet/cold/soggy gloves that turn the lining inside out when you take them off?

A bit of French attitude to the law!

GANTS OBLIGATOIRES POUR LES MOTARDS



Picture via – Manuel Lapert
(Translation: Obligatory Gloves for Bikers)

NOTE:

Just in case you are thinking of missing out France and heading to Belgium – Motorcyclists riding in Belgium, including foreigners, must wear protective clothing, i.e.: gloves, jacket with long sleeves, trousers with long legs or overalls, and boots protecting the ankles.”

<http://motorcycleminds.org/2016/09/21/if-the-gloves-fit/>

(Check out the abrasion test video on the site. Ed)

British FEMA Members Unite to Fight for Motorcyclist's Safety

The Motorcycle Action Group (MAG UK) and the British Motorcyclists Federation (BMF) are against the use of ‘light segregation’ devices on British roads (devices in cycle lanes as a means of deterring drivers of cars and vans from entering the cycle lane). The organisations have issued a joint statement.



“The use of light segregation devices, including ‘Armadillos’, ‘Orcas’ and ‘Mini Orcas’, on our roads raises serious safety concerns in respect to riders of Powered Two Wheelers (PTWs). Inadvertent contact with the devices can quickly destabilise any two-wheeled vehicle with the potential to throw the rider into the path of other road users.

Evidence has emerged from CCTV monitoring of a Mini-Orca scheme in the City of London that clearly shows the devices to be trip hazards; 55 pedestrians having tripped on them within the first 24 hours of installation. This scheme has now been removed.

These devices are easily damaged and broken by heavy vehicles, leaving fixing bolts exposed and protruding from the road surface, thus creating a further hazard to riders and pedestrians alike. Visibility is easily compromised by scuff marks from contact with tyres, poor light and weather conditions, a build-up of general road grime and the presence of other road users.

Neither the BMF nor MAG wishes these devices to be fitted to our roads due to safety concerns for all vulnerable road users, not just motorcyclists. Both organisations call for an urgent review of all



current and pending light segregation schemes in light of the evidence demonstrating their hazardous nature.”

Courtesy FEMA

Motorcycle Safety and Accidents in Europe

This is an edited summary of that written by Wim Taal - August 5, 2016

In recent years, about 25,000 motorcyclists have participated in surveys about motorcycle safety and accidents commissioned by FEMA and its Dutch member organization MAG. This is a summary report by Harold de Bock (MAG NL) on how dangerous is it to ride a motorcycle in the various individual European countries.

Cross-border riding

Riding a motorcycle requires optimal use of all senses to monitor the ever vast-changing road environment behind, next to and in front of the rider in order to be able to react defensively before it is too late. To ride safely and prevent becoming a victim of an accident, it helps to be aware of the most important and most frequently occurring risks motorcycle riders encounter. Not only in one's own country but also in other European countries: these days so many riders take their bikes cross-border on long range tours. To the high passes in the Alps. To the curvy roads in the hills of Sauerland or the Eifel. To the sunny coastal areas all along the Mediterranean. To the vast emptiness of the Scandinavian countries. To the ever more popular destinations in the eastern European countries and the Baltic states. How easy it is to assume that riding conditions in your own country also apply to other countries. *Not so!*

Cross-border risks

Truly reliable and credible 'rider-be-aware' advice comes from fellow-riders speaking from their own experiences. In recent years, rider survey data and motorcycle statistics have become available for almost 20 European countries about the dangers riders face in the various European countries. These dangers are often different from what one is used to in his/her own country. Being aware of these differences is indispensable knowledge when planning to ride cross-border.

Motorcycle continent Europe

There are an estimated 23,000,000 motorcycles in 31 European countries according to 2013 figures from the European Association of Motorcycle Manufacturers (ACEM). Seven countries have more than one million motorcycles, Italy holding the absolute top position with 6.5 million,

Germany: 3.8 million, Spain: 2.9 million, France: 1.7 million, Greece: 1.6 million, Poland: 1.2 million and Great Britain: 1.1 million.

On average, two-thirds of the European motorcycle riders own one motorcycle and one-third two or more motorcycles. Just over half of the motorcycles have a 700 cc or larger engine. Honda is market leader across Europe followed by BMW, Yamaha and Suzuki, each with about a similar market share. About half of the European motorcycle riders use their motorcycles for leisure only; about one-third also for commuting to work.

Motorcycle fatalities

Are some European countries more dangerous for motorcycle riders than others? A first indication is obtained by relating the number of motorcycles to the number of fatal motorcycle accidents in a country. Official European Commission statistics (CARE 2012) report about 4,500 fatal motorcycle accidents. The danger rank of each country is based on calculating the number of registered motorcycles per fatal accident. The more motorcycles per fatal accident, the safer the country is; the fewer motorcycles per fatal accident, the more dangerous the country is. Countries can then be classified in two categories as relatively safe or relatively dangerous compared to the European average.

The number listed for each country is its danger rank: 1 is the safest country, 25 is the most dangerous country. The European average is 5000 motorcycles per fatality. The calculations show that Croatia is the most dangerous and Denmark is the least dangerous country (for countries not categorised the required data is not available.)

	M/C per fatality
Relatively Safe	
1 Denmark	10,000+
2 Netherlands	"
3 Switzerland	"
4 Spain	7-10,000
5 Finland	"
6 Italy	"
7 Sweden	"
8 Austria	5-7,000
9 Germany	"
10 Czech Republic	"
11 Malta	"
12 Greece	"

Relatively Dangerous

13 Estonia	3-5,000
14 Hungary	“
15 Belgium	“
16 Great Britain	“
17 Luxembourg	“
18 Slovenia	2-3,000
19 Slovakia	“
20 Latvia	“
21 France	“
22 Portugal	“
23 Poland	1-2,000
24 Ireland	“
25 Croatia	“

Please note: this danger ranking is independent of the causes of fatal accidents. Countries differ in climate conditions, in average riding kilometres per year, in quality of road infrastructure, in driving licence training and in general car driver behaviour etcetera. This ranking serves as a serious warning signal when riding cross-border. Motorcycle riders living in relatively safe countries should be aware of potentially more riding hazards when travelling to more dangerous countries.

Motorcycle accidents

A rather similar country ranking shows up when analysing data from FEMA's Motorcycling Survey among 17,000 European motorcycle riders. These 17,000 riders reported whether they had been involved in a motorcycle accident of any nature during the past 12 months – both one-sided accidents as well as collisions. Comparing the various country response results in three danger categories based on the percentage of accident incidences in each country. Greek motorcycle riders reported the highest percentage of accident incidences and Denmark the lowest percentage (for countries not categorised the required data is not available.)

Accident Incidence (Lowest to Highest)

1 Denmark	11 Belgium
2 Finland	12 Germany
3 Norway	13 Czech Republic
4 Switzerland	14 Portugal
5 Poland	15 Italy
6 Sweden	16 Austria
7 France	17 Greece
8 Netherlands	
9 Great Britain	
10 Spain	

Scandinavia has the lowest accident incidence. For Poland, it appears that accident incidences are limited but if an accident occurs that it is relatively often fatal. A possible explanation for the difference between Scandinavian and southern European countries could be that because of the long winter the riding season in Scandinavia is relatively short, more than 80% of Scandinavian riders avoid riding during the winter months. However, available RIDERSCAN country data about kilometre riding averages per year indicate that differences in average riding kilometres per year do not explain the differences between northern and southern European countries in accident incidences. On average, about half of the European motorcycle accidents are one-sided; the other half are collisions, almost always with a car. In almost all countries motorcycle riders under 35 years of age report relatively high accident involvement.

BACK TO THE FUTURE

Good news for motorcyclists on the national front.

The interim report of the recent Senate Inquiry into Aspects of Road Safety in Australia contains two recommendations that we hope will bear fruit in the longer term:

The first is that the National Transport Commission re-establish a national consultative committee on motorcycle safety.

The second is that the National Transport Commission develop and implement a national strategy for motorcycle safety.

In the early 1980s the Australian Motorcycle Council successfully argued for the Federal Office of Road Safety (since superseded by the Australian Transport Safety Bureau) to establish the Motorcycle Safety Consultative Committee (MSCC). This was very effective in facilitating direct interaction, programs, research and action plans that benefitted motorcyclists across the broad domain. However, funding was withdrawn and the committee wound up after some 20 years.

The MSCC's re-establishment, together with a national safety strategy, will enable motorcycle issues to be managed on a more nationally interactive and uniform basis and bodes well for motorcycle safety in Australia.

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
Moto Adelaide	10% parts & accessories	8374 2299	1075 South Rd Melrose Park
K & M Motorcycles	10% parts, accessories & ws 10% new products, 20% repairs, all Aussie leather	8234 1090	10 Deacon Ave Richmond
Ken Oath Leather Goods		0417 713 523	3 Cranbourne St Elizabeth Park
Kessner Suzuki	10% parts and accessories	8261 9955	320 North East Rd Klemzig
Motorcycle Parts & Gear	Discount on request	8562 4725	33 Railway Tce Nuriootpa
Motorcycle Revolutions	Discount on request	8371 4448	855 South Rd Clarence Gdns
Pro Street Cycles	Discount on request	8359 4449	494 Main North Rd Blair Athol
QBE Insurance	Ring for a quote	0392 462 761	
Redline Exhausts	Ring for a price	8277 0311	8 Coongie Ave Edwardstown
Shannons Insurance	Ring for a quote	13 46 46	
Victor Motorcycles	10% on genuine parts & acc	8552 3601	14 Adelaide Rd Victor Harbor
Walden Miller Clothing	10% bring the advert	8374 3884	40 Furness Ave Edwardstown
Yamaha Pitmans	Discount on request Discount on request, 5%	8260 9200	420 Main North Rd Blair Athol
Yamaha Retro Spares	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.

SMART PARKING IN ACT

New technology emerging from the ACT could drastically reduce the amount of time that drivers in Canberra spend looking for parking spaces.

The ACT government has launched a 12 month trial of Smart Parking's 'SmartPark', the real-time bay sensor parking technology, in the Canberra suburb of Manuka.

The trial consists of RFID-equipped sensors which use infrared technology to detect when a vehicle has occupied a parking space. The real-time parking space occupancy data is fed to the city's ParkCBR parking availability app and five new dynamic LED on-street signs.

The trial will run alongside the ParkCBR app which can be accessed via smartphone devices to view a current picture of parking spaces nearby. Once a space has been selected drivers will be given the option for GPS navigation and payment, meaning no more paper tickets or top-up trips to the meter. *Courtesy ITS International May 2016*

Of course, if everybody rode a motorbike they wouldn't need a smart parking app. Now that would be smart, wouldn't it?...Ed.

MRA COMMITTEE

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 Secretary – Greg Stevens 0409 842 434
 Treasurer – Barry Stoneman (08) 8825 3065
 MRA Mid-North PO Box 37 Snowtown SA 5520

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

Payment by: Cheque Money Order or debit my Visa MasterCard

- - -

Amount \$ _____ - 00 Expiry date _____ / _____

Name as printed on card _____

Signature _____