

CENTRESTAND

June 2018



THIS ISSUE

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NEW DRINK AND DRUG LAWS

Let those who ride decide



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

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EDITORIAL Graeme Rawlins, President

A few years back a group of us were returning from Broken Hill on the Barrier Highway which, near the border, is predominantly an east-west affair. We stopped for fuel and a rest at a roadhouse, which was a hive of activity. We noticed three riders taking on fuel and supplies; they were riding ruggedised trail bikes loaded heavily with off-road gear and camping equipment. The dusty layer over the bikes and riders showed they sought adventure away from the crowds.

I asked them where they had come from. One rider offered a solid gaze, then lifted his arm and pointed south into the hilly escarpment, and said, "That way." He was short and to the point, and a point well made. There was 'nothing' in that direction, except dirt roads and gritty determination. My black shiny boots had little knowledge of this kind of adventure back then. "Where you going?" I asked. He looked up and scanned the horizon. Eventually he pointed north toward the scrub and dilapidated fence wires that were barely managing to keep out of the red sandy earth. "That way," he said as he proceeded to snap the occy straps creating mini plumes of dust from his pack. After some further conversation the group headed off, their profiles hidden by the billowing dust.

Our trip on that occasion was bitumen-based, staying in hotels, eating in cafes and pubs. We were mindful of hazards like roos, emus & long lines of Winnebagos.

On a recent stay in a park in Auburn, I noticed a couple arriving on their luxurious two-wheeled tourer towing a trailer. In no time the trailer unfolded and converted into a 2-room tent with windows and a door. An impressive display of how to travel in style and on two wheels, enjoying the freedom our country has to offer.

We all ride with objectives of travel and adventure, but take very different paths and means. We share a common desire to ride, to seek adventure and see this wonderful country, but there are dozens of ways to achieve this, in our own styles and comfort ranges. Riding is diverse, so many categories and styles of bikes, it is important to recognise and accept the variety of motorcyclists that travel our roads.

As an advocacy group, we need to recognise this variety and incorporate the needs of all riders into our ethos. While liaising with Government, we must convey this broad range of needs to ensure that laws, licensing, reforms and training cover all aspects of our chosen mode of transport. Furthermore, it is important that laws are standardised across the states and territories of Australia to provide a consistent framework for all riders, especially for those travelling long distances in search of adventure.

Gear up, ride safe, ride to return. Graeme

PRESIDENT'S REPORT

As at 22 July 2018, four motorcycle fatalities have been recorded in South Australia for 2018, two more than my last report in April, and three less than at the same time in 2017. The MRASA appeals to riders to ride responsibly and defensively. The confronting footage of a motorcyclist hitting a turning car in Adelaide CBD recently confirms all riders need to be totally focussed on the task at hand. Allegedly the driver of the turning vehicle was unlicensed at the time and demonstrated poor decisions in making the manoeuvre. The MRASA is advocating for strong penalties for drivers (and riders) who are repeat offenders or demonstrating a complete lack of regard for public safety and the laws.

The 4Bs is a permanent sub-committee of the MRASA and supports hospitalised motorcyclists. Our volunteers make weekly visits to various hospitals in Adelaide with a specific aim of giving support for injured motorcyclists while they are in hospital. The many fundraising activities have allowed the 4Bs to contribute financially toward equipment to benefit patients during their stay. I would like to commend the work of our volunteers; may they continue to find the time in their personal schedules. If you would like to know more, or participate in some way, please contact the 4Bs coordinator.

The MRASA continues to work with the Adelaide City Council regarding free motorcycle parking on footpaths in the CBD region. We have been asked to suggest further locations for footpath parking so we now request feedback from motorcyclists as to locations you would like to see become available. We will add these to our current list in our formal response back to the council. Please use the contacts page on our website to submit your suggestions.

The MRASA Toy Run preparations are underway for another year. This will be the 40th run and we are excited to make it a huge success. Save the date (9 December) and join us in the ride and festivities, and contribute what you can to St Vincent de Paul. Why not become a volunteer and help out on the day? Contact the Toy Run Coordinator for more information.

As always, before you head out on a ride, check your bike and gear. Winter is a time to ensure all

your equipment is in A1 condition. Run through the checklist before your next trip – there is one on our home page – and have the confidence that you are in the best shape for the ride. Staying mentally in the zone, being well hydrated and not being late will all help you enjoy the ride.



Gear up, ride safe, ride to return.
Graeme Rawlins MRASA President



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TOY RUN REPORT

Preparations for the 2018 Toy Run are proceeding as usual. The Toy Run Committee meets every month and arrangements for the collections of toys are already being undertaken.

You may have heard on the news about a shed fire at Callington that destroyed a collection of vintage motorcycles and some Toy Run equipment stored in the sheds. The news report stated that the Toy Run was “devastated” by this loss of equipment. Be assured that this was an exaggeration and as far as the Toy Run is concerned they were things that can be easily replaced and their loss will not have a great impact on the event.

MRASA NEWS

Riverland Register –. On Saturday 30th June, Tony Bowes from Renmark hosted a breakfast and information session focusing on opening a register of the MRASA in the Riverland.

About 10 people enjoyed a wonderful breakfast cooked and provided by Tony. He had an information sheet about the MRASA with an application form. I brought along a few freebies – sidestand coasters, ‘Do not remove helmet’ stickers, stubby holders, Good Gear Guides and an MRASA information summary. We chatted with individuals. I spoke about who the MRASA is and what we are doing in the motorcycling community. Ebi spoke about road safety and what projects we involved with at the moment.

As in Adelaide, the faces were in the older age group. Would love to hear from the younger members of the motorcycle scene.

If you live in the Riverland area and would like to be part of the resurrected Riverland Register please give Tony a call on 0414 856 770 or Cathy 0408 853 380.

🏍️ **Coast FM** –.By the time you receive this issue Ebi and Harald will be hosting Motochat 7-8pm on every Wed, Coast FM 88.7. Check out the program and let us know what you want to hear.

🏍️ **Motocross at Gillman** – MRASA members will be helping out the Motocross Riders’ Association (the other MRA) as volunteer flag marshals for the SA club rounds at the Gillman track. If you are interested in a day out watching screaming bikes go around in circles, over jumps and fall down, why not join us? The last date for the year is 16 September. Contact Harald on 0421 289 714.

🏍️ **MRASA General Meeting** – This will be held on Mon 15 October at 7pm at the MSA clubrooms. All members welcome.

GREAT ESCAPE RALLY NEWS

25-27 May 2018

As the name suggests the Rally is both great and an escape from Adelaide, Pt Pirie, Balaklava and just the work humdrum in general. Unfortunately, the mobile phone doesn’t allow complete peace.

The campsite is nestled in hills south of Marrabel on private property owned by members. It is a back-to-basics



rally. We provide water and a port-a-loo. Luxury, I hear you say. There is heaps of firewood on the property and as long as we don’t cut down a growing tree or start a bushfire we have free range of the site. As always, we leave the site how we find it – no litter and all campfires extinguished.

We set up on Friday afternoon and had 10 other happy campers join us. The usual rally hotpot was on my menu with input from others. Pre-dinner nibbles and dinner blended into a food fest, not to mention the odd drop of lager and red.

Cold – you bet, but we had a raging campfire to ward off the evil spirits and the chill. Green ginger wine was also served – see campfire.

As the night wore on the tales get taller and we become more fantastic in our skills and abilities on the bike. Fire gazing usually sets in about 11ish.

Saturday, we usually go for an early ride while we wait for the rest of the rally-goers to arrive. There are several good dirt roads



around Peters Hill, Kapunda, for off-road bike enthusiasts, and some lovely sweeping bitumen road for road bikes. Day-trippers started arriving at lunchtime, and I had sausages cooking on the campfire.

In all, 24 attended this year and about 16 camped.

Clean-up is easy: everyone takes care of their own and we do a quick check, then drop in on Shirley and Murray to say good-bye.

Thanks to Shirley and Murray. See ya next year.

Cathy – an enthusiastic rally-goer.

MOTORCYCLES AND HEARING LOSS

The subject of hearing loss among motorcyclists is rarely discussed. Yes, riders sometimes make passing remarks about ear fatigue after a long day in the saddle, and recent years have (in my subjective opinion) shown an increase in earplug use among riders.

Roughly one out of every 10 members of the general public (i.e. riders) suffer from hearing loss that affects their ability to understand normal conversation. The most common kind of hearing loss is the exposure to excessive noise, and the simple act of riding a motorcycle puts riders at risk of becoming part of those statistics. The wind noise at highway speeds can expose motorcyclists to sound levels in excess of 100 dB – that's the equivalent of using a chainsaw or standing in the middle of a dance club.

We're all aware that motorcycles have an image problem with the non-riding public. When they think about motorcycles, they generally think about loud pipes echoing through their neighbourhood. However, loud pipes aren't the primary culprit when it comes to **NIHL** among motorcyclists. At a stop and at low speeds we can cause our own hearing loss, but once the speed gets over 60kph wind noise becomes the dominant sound.

NIHL (Noise Induced Hearing Loss)

The noise that motorcyclists hear at highway speed is largely a function of turbulence. Recent studies have shown that the primary source of helmet turbulence – and noise – is in the chin bar of a full-face helmet.

Some studies have shown that certain helmet shapes and construction may amplify sounds of certain frequencies, which is not a good thing and may contribute to hearing loss.

Levels of Noise

- 140 dB: fireworks, gunshots, jet engine at 30m
- 130 dB: jack hammer, fire truck siren
- 120 dB: jet during take-off, thunderclap
- 110 dB: rock concert, jet flyover at 300m
- 100 dB: MP3 player at full volume

Sound intensity is measured on a logarithmic scale. Decibels (dB) start a 0 dB for the quietest

sound that can be heard and goes up from there with the threshold of pain being around 130 dB. When a sound becomes 10 dB louder, it is 10 times louder. A 20 dB change is 100 times louder, and 30 dB is 1000 times louder.

85 dB is generally defined as the intensity beyond which there is the potential for permanent damage to your hearing. In other words, the longer you listen to sounds above 85 dB, the more cumulative damage you will suffer.

Safe Duration of Noise Exposure

100 dB	2 hours
105 dB	1 hour
110 dB	30 min (10 times louder than 100 dB)

When installed correctly, foam earplugs can effectively reduce noise to a level to allow all-day riding without any hearing damage. Claims of 32dB sound reduction are common with foam.



Another feature of foam plugs that some riders don't appreciate is how they muffle high-frequency sounds more severely than low, which can make conversations difficult. On the plus side, the high-frequencies are the first to be damaged from excessive noise.

Flanged earplugs are often made of a pliable latex or silicon – although some are made with a foam material. The flanged tips are usually tapered for deep insertion into the ears to gain the required air-tight fit.

Studies indicate that these earplugs provide almost equal sound reduction (20 dB) at all frequencies. Although flange-type earplugs are more expensive than disposable foam ones, they can be reused for extended periods.



For people who want the ultimate in protection from NIHL, getting custom moulded earplugs is the way to go.



No matter what earplugs you choose, you can take additional steps to reduce the noise that you have to combat. Sometimes a small adjustment of windshield height will make a huge difference in the way turbulence hits your helmet. Directing turbulence away from the helmet base can pay big dividends. If your helmet has adjustable visor mounts, make sure that they allow the visor to completely seal the eye port. In hot weather, use the helmet vents rather than cracking the visor at speed. Although vents do increase the noise inside a helmet, it is usually significantly less than the noise created with a slightly opened visor.

The fit of a helmet around its base can leave gaps between the rider and the liner that allow noise access to the rider's ears. Consider this fit when buying a new helmet. Also, if a rider has an oval head but chooses a helmet with a round shape, there will be excessive space on the sides that affect both impact and noise performance.

Manufacturers of helmets are aware of the problems of wind noise associated with helmets and are making the effort to address it but no standard currently exists for wind noise tests. Comparing one manufacturer's claims with another's aren't comparing apples with apples.

Adapted from Evans Brassfield Motorcycle.com

RESALE OF HELMETS Ebi Lux

A motorcycle or push-bike helmet is the single most important yet most commonly abused piece of safety equipment available to riders. We drop them, we perch them on mirrors, we leave them in the sun, we put stickers on them. In other words we damage both the outer shell and inner linings. Often we keep them well after their safe working life has passed or fail to wear them correctly. In spite of constant mistreatment we expect them to protect us at all times. Yet sadly, like our brain, once a helmet is damaged it cannot be repaired.

The MRASA urges all riders to give their helmet the care and attention it deserves.

Strangely, when mandating that riders must wear an approved helmet, our politicians and bureaucrats failed to consider how we purchase them. Most riders will buy a new helmet from a dealer and use it till either a newer or more

attractive model is available, or the fit or damage is so bad it must be replaced.

At this point we come to the legislative loophole. We can sell our used or damaged helmets to the unwary or uncaring. Most second-hand shops have a range of helmets for sale, often at very low prices' making them very appealing for use as a spare helmet for the occasional rider.

Disturbingly, there is ABSOLUTELY NO WAY even the most experienced rider can tell if a helmet is fit-for-purpose. Checking a helmet requires it to be destroyed.

The MRASA discussed the resale of helmets with the RAA. Their opinion, like ours, is that this loophole must be closed as a matter of urgency.

Currently it is illegal to sell used car seat belts. Like helmets, they can only be checked for safety by testing to destruction.

For seat belts, baby capsules, helmets and other primary protection devices, we accept they are batch tested to ensure compliance-to-standard at the point of manufacture.

Once sold, the care of these items is unknown. For seatbelts we assume they have been mistreated and so cannot legally buy used items.

Surely, it is time that we treated helmets and other primary life saving devices in the same manner.

Surely, your brain is more important than to try and save a few dollars and buy a helmet which may not be fit-for-purpose.

Buyer beware is no longer acceptable. Surely, it is time for governments to legislate to protect the unwary from the unscrupulous. We ask all riders to join the MRASA and lobby the authorities to ban the resale of helmets

The general rules are: replace your helmet if it is over five years old, if you drop it, if it is involved in an accident or if it is damaged in any way. A helmet where the inner lining is moving around, or the foam rubber lining is crumbling to dust, needs to be replaced urgently. And when you dispose of your helmet, cut the fastenings off so no one else can use it. Send in your comments on this proposal and we'll publish them next issue...Ed.

WHEN SAFE TO DO SO

Legislative laziness is creeping through the Road Traffic Act by introducing laws which cannot be correctly defined by including the words “*when safe to do so*”. This is not just a motorcycle-specific issue but applies to all sections of the act

We are required to travel past schools at 25KPH whenever children are present; we can cross a double white line “*when safe to do so*” and we can lane filter when safe to do so.

In itself The MRASA supports the basic concept of “*when safe to do so*” within legislation. What we vigorously oppose is the random interpretation of this clause by law enforcement authorities. We have been advised that riders have been booked by officers who have considered lane filtering or standing on pegs a dangerous manoeuvre. To add insult to injury this assessment of “*when safe to do so*” was applied by an officer who had never been near a motorcycle much less understood the physics in action when riding.

Appeals to the Commissioner of Police have been summarily dismissed. We accept the fact that the Commissioner must publicly be seen to be supporting his staff but we ask, on what basis this has been done?

Laws are applied according to a strict definition in all other cases. It is important that we have visibility of the criteria by which an officer judges a simple action to be unsafe, especially when there is no evidence to suggest any other road user is embarrassed, inconvenienced or hindered in any way.

The MRASA asks all riders to approach their members of parliament to give road users clarity of this law and stop random interpretation; i.e. we demand to have a clear definition of what the term “*when safe to do so*” means. It is this type of randomness which fuels the myth that front line offices are more interested in fulfilling performance targets than enforcing road safety.

Ebi Lux, Road Safety Officer

WIRE ROPE BARRIERS

Wire rope barriers (WRB) have been discussed in various forums across the country in recent weeks.

One such discussion was on Illawarra’s ABC in response to some WRB that is being installed on the Prince’s Highway near the site of a recent head-on crash. A poorly informed comment was recently made in social media regarding the MRA ‘rubber stamping’ the use of WRB. This is false – be careful of what you read. There are serious issues for motorcyclists with respect to WRB. Here are some points that were raised.

If a rider hits a barrier of any kind while still on their motorcycle it is generally at a shallow angle. The WRB, in particular, arrests the motorcycle and the rider is thrown forwards onto the top of the WRB and slides along, sort of like a chainsaw or cheesecutter effect. The protruding posts will also have a severely detrimental effect on the airborne rider. If a rider has already fallen off the bike and is sliding into a barrier, the posts become the problem with both WRB and W-beam (Armco). A rider is bent around the posts and possibly flung to the next, leading to serious injury.

The MRASA supports local authorities in installing post buffers on WRB, with the barriers near Port Wakefield being a good example. DPTI has been installing rub-rails for many years in the Adelaide Hills for the safety of motorcyclists.

The selection and placement of barriers needs to consider motorcyclists. Riders prefer a smooth-faced concrete barrier that is not too close to the edge of the road, allowing the rider to make a course correction if possible.

WRB were the subject of a recent discussion in the Victorian Parliament. The Victorian Country Fire Authority has spoken out against wire rope barriers, where they delayed the fire service from bringing a grass fire on the Calder Highway under control.

It should be noted that WRB is a ‘quick fix’ and, while cheap to install, has high maintenance costs. Broken and unmaintained WRB are inherently dangerous. Alternatively, although concrete is more expensive to install, it has low whole-of-life cost.

If you have views on WRB, please feel free to use our Send Email page and let us know your concerns.

Graeme Rawlins

INTRODUCING 'BRANDY'

I am Ex-Navy, Nurse, Army, CFS, St. John Ambo. I bought my last bike in 2009 on the 19th of October. That year I rode in my very first Toy Run with two of my friends. I enjoyed it so much I joined the MRA on the same run.

I own and ride a 650 AW 20017 V-Star. In 2010 I went on some runs with the SAMRATS and put my hand up to be a Toy Run marshal that year. Hahndorf was the venue at that time. I met Peter Mount and offered my help as his assistant. I have always volunteered myself to worthy causes.

In 2011 we shifted the Toy Run to Callington where Cathy Lux later became the Site Manager and I became her Assistant Site Manager, helping in any way I could. In 2012 I became the person in charge of distributing the Toy Run posters, and joined the Toy Run Committee that year.

This is my seventh year on the Toy Run Committee and I have been part of organising some really great things with my MRA family. This year I became a General Committee Member of the MRASA so as to be a part of helping our great Association become even bigger and greater.

I am now in service with the MRA helping with the flag marshalling for the Motocross Riders' Association at Gillman. I hope that I can, with my great Toy Run family, continue in service to our community.

My hope is that we can get others younger than us onto the committee, as we are an aging group of dedicated servants. Oh yeah! I am one of the three younger members of the Toy Run Committee, being only 58, 59 next June. It is my honour to serve with a great bunch of people.

Gary Brand

NEXT BLOOD RUN
Saturday September 8 2018

8.30am Roll-up, 8.45am Departure

**For the Regent Arcade Blood Centre from
K-Mart Glynburn Road**

If you've never given blood, then think about it.
If you have, then bring a friend.
Free coffee and biscuits

EUROPE'S SINGLE VEHICLE CRASHES

A third of road deaths in the EU are caused by collisions that involve a single motorised vehicle where the driver, rider and/or passengers are killed but no other road users are involved.

Nearly 7300 road users lost their lives in 2015 in single-vehicle crashes (SVCs) in the EU. Around 94,800 people have died in such collisions in the last 10 years. Across the EU, the total number of people killed in SVCs was cut by 43% over the period 2005-2014. Deaths caused by collisions of this type have fallen a bit faster than road deaths overall (-41%) but slower than road deaths caused by multi-motor vehicle collisions (-44%).

Over 60% of deaths in SVCs occur on rural roads. However, safer infrastructure and appropriate speed limits have helped reduce deaths on rural roads. In the EU, 68% of all deaths in SVCs are car occupants. Powered two-wheeler (PTW) users represent around 20% of deaths in SVCs, while the distance travelled on these vehicles remains low compared to other modes of transport. Truck occupants account for 7% of all deaths in SVCs with buses and coaches accounting for <1%

Young drivers and riders are at a greater risk of becoming involved in fatal single vehicle collisions than any other road user age group. This risk is twice as high for the 18-24 age group compared to the 25-49 age group.

Data available from a few countries suggest that the range of casualty characteristics vary from country to country, but the most common fatal SVC scenarios are the vehicle leaving a straight road or leaving the road when driving on a bend.

An in-depth study conducted in the Netherlands in 2011 found that distraction was the most frequent contributory factor related to human behaviour, involved in 31% of the SVCs studied. This was followed by speeding (27%), alcohol use (19%) and fatigue (17%). Young drivers appear to be involved in SVCs when distracted, choosing inadequate swerving manoeuvres to avoid another road user or object or when they incorrectly assess the traffic situation.

Courtesy World Highways Feb/Mar 2018

MRASA POLICIES

The MRASA supports the following positions in regards to:

Novice Rider Training.

A Comprehensive training and mentoring programme in the safe operation of a motorcycle within the traffic system. The current RiderSafe training curriculum is the basis of learner rider training. However, we believe that a system teaching riding skills in a closed off-road environment at very low speeds is inadequate. This programme needs to be expanded to include an on-road component with a mentor in order to assist the development of good riding practices.

Returning Rider Training.

After many years of work by the MRASA, DPTI, through RiderSafe, introduced a returning riders course in September 2015. The target demographic was riders who had not ridden for a number of years and who intended to re-commence riding and needed skills updates. Feedback received by the MRASA on this course has been very positive with participants recommending its value to others. Unfortunately this course is not widely publicised and appears to be run only on an as-needs basis. Considering the target demographic is over-represented in crash statistics we expect greater priority be given to this course as a simple and effective way of addressing a serious problem.

Advanced and/or Off Road Rider Training.

Ongoing rider education with intermediate and advanced riding courses readily and cheaply available. Cost of education is a major factor in preventing the development of riding skills for riders. The MRASA supports the expanding of the new rider training service market to private operators (as has been the case in other states). This would be to the benefit of consumers due to competition among operators regarding quality of training, course costs and the provision of specialist courses.

Advertising and Education Programmes.

The Motor Accident Commission's (MAC) continued education programmes through advertising. MAC has been very effective in its

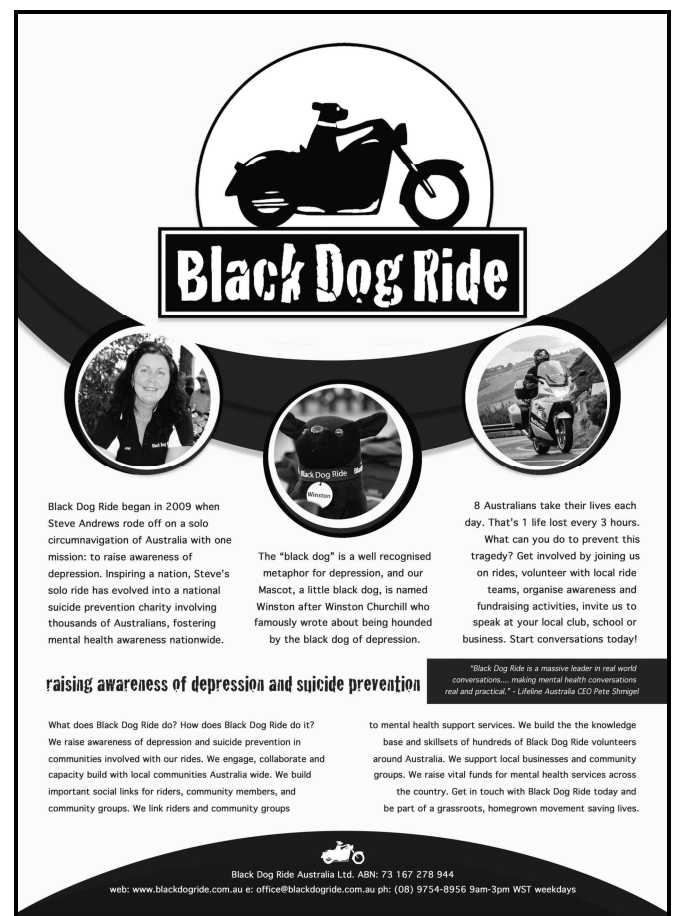
education programmes and we fully support this vital cog in delivering the road safety message.

Rewards for Positive Road Behaviour.

A law enforcement system rewarding good road behaviour. Currently there is no positive reinforcement of road users who stay within the law.

Increased Penalties for Extreme or Repeat Poor Road Behaviour.

A punitive system severely impacting upon continued poor behaviour such as using a vehicle while unlicensed or unregistered, excessive speed or repeated instances of the same offence within a short period. Whilst fines and vehicle impounding are currently applied, we support the notion that often current penalties do not act as deterrents. Where there is evidence of repeat extreme poor behaviour, we support penalties such as impounding vehicles for lengthy periods and very sizeable fines, sufficient to act as a deterrent, or such penalties as the court sees fit.



Black Dog Ride

Black Dog Ride began in 2009 when Steve Andrews rode off on a solo circumnavigation of Australia with one mission: to raise awareness of depression. Inspiring a nation, Steve's solo ride has evolved into a national suicide prevention charity involving thousands of Australians, fostering mental health awareness nationwide.

The "black dog" is a well recognised metaphor for depression, and our Mascot, a little black dog, is named Winston after Winston Churchill who famously wrote about being hounded by the black dog of depression.

8 Australians take their lives each day. That's 1 life lost every 3 hours. What can you do to prevent this tragedy? Get involved by joining us on rides, volunteer with local ride teams, organise awareness and fundraising activities, invite us to speak at your local club, school or business. Start conversations today!

raising awareness of depression and suicide prevention

What does Black Dog Ride do? How does Black Dog Ride do it? We raise awareness of depression and suicide prevention in communities involved with our rides. We engage, collaborate and capacity build with local communities Australia wide. We build important social links for riders, community members, and community groups. We link riders and community groups to mental health support services. We build the the knowledge base and skillsets of hundreds of Black Dog Ride volunteers around Australia. We support local businesses and community groups. We raise vital funds for mental health services across the country. Get in touch with Black Dog Ride today and be part of a grassroots, homegrown movement saving lives.

"Black Dog Ride is a massive leader in real world conversations... making mental health conversations real and practical" - Lifeline Australia CEO Peter Shingel

Black Dog Ride Australia Ltd. ABN: 73 167 278 944
web: www.blackdogride.com.au e: office@blackdogride.com.au ph: (08) 9754-8956 9am-3pm WST weekdays

August 11-18. 50 ride groups from all over Australia meeting in Darwin August 17. If you are going or have been on this ride, please tell us about it. (Ed)

ACCC CONSUMER CONGRESS REPORT

**Guy Stanford, AMC Helmets Committee
Chairman**

On March 15, on behalf of the AMC, I attended the ACCC's 2018 National Consumer Congress in Sydney.

There were some interesting speakers and reports from the ACCC on their action plans.

In general terms, we are consumers and, as we saw with helmets, the Australian Consumer Law is in pretty good shape with good Commonwealth-State agreements, which enabled much of what was achieved with helmets.

One item worth mentioning is that the ACCC and the Department of Transport and Regional Services (DOTARS) are working together on the Takata airbag recall.

Many things come out of this. One is that DOTARS does not have the legal power to force a compulsory recall, which is the principal reason the airbag recall has taken so long. It has also caused the ACCC to take a concerned view of the car industry's willingness to sort out problems. This will be followed up with other items of relevance to us: primarily, the making available of service data for very recent vehicles to aftermarket registered workshops.

In many cases, non-factory service shops cannot even reset a service light without access to the dealer networked computer system (e.g., a Mazda dealer demanded \$160 to turn off the "service light" on a Mazda after it was serviced by a non-Mazda dealership – it took 5 minutes).

The Commonwealth is looking at increasing the legal powers of DOTARS to allow it to conduct its own compulsory recalls within the vehicle industry, as a kind of "little brother" of the ACCC.

Data protection was big-ticket item at the Congress.

The work plan for the ACCC consists of (1) Banks, (2) Energy, (3) Telcoes.

The electricity market arrangements received unanimous panning as unworkable and price-gouging, with the vulnerable having to pay more.

Data management by software was also on the list with "no privacy as the default setting" being the main concern.

An excellent presentation on autonomous vehicles was given by Kate Mathews. I commend her publications available from Bond Uni:

<http://epublications.bond.edu.au/theses/179/>
http://epublications.bond.edu.au/law_pubs/811/
http://epublications.bond.edu.au/law_pubs/764/

Kate first came to our attention during the NTC submission phase on autonomous vehicles in 2016.

The IoT, or "Internet of Things" is coming at us at high speed.

Autonomous cars are simply a data collecting platform.

Artificial intelligence (AI) algorithms are set to know more about us, our habits, our whereabouts etc. than our closest friends or even ourselves. The problem is with AI algorithms talking to other AI algorithms in a daisy chain, where the various algorithms have inherent bias. Already we have two different AI systems at Google, talking to each other in a meta-language that humans cannot yet understand.

My presentation utilised helmets as a case study in market manipulation by sticker, with a brief overview of what it took to fix it.

They gave me the runner-up prize for presentation in the "Soapbox" session (I didn't even know there was a competition, but the give-away is in the ACCC's name).

A number of parties came over and talked to me at the next break, seeking assistance on addressing their issues with Standards (including Standards Australia, who appear to have taken the events with helmets on board to re-organise some things). Overall, the ACCC came across as a strong and dynamic consumer action group seeking to activate consumers to fight hard on their issues.

The AMC emerged as a sort of poster boy for this, so the AMC has earned some respect from the non-motorcycling community.

VALE PAUL MORGAN

Ridden On 18 May 2018, born 2/8/47 age 70

MRASA LIFE MEMBER #4

Sadly, our friend Paul passed away recently. He will be greatly missed. Our fondest memories of him will be his cheeky grin and his matter-of-fact way of looking at life. Paul enjoyed life, meeting people, hanging out with friends and family, and riding his motorcycle. Paul was a Vietnam Vet and had seen the best and worst that people can do, but this never coloured the way he saw people. He was always accepting and welcoming.

Paul was a stalwart of the MRA for many years, often wearing more than one hat. He joined the MRASA in 1989 and quickly got involved. In the years 1992-3 he



was Vice-President. From 1993-1998 he was Secretary of the Association and from 1993-2007 Stock Control Officer as well as taking on the role of Publicity Officer from 2003-2007. He was also our Toy Run Coordinator for 13 years from 1995 to 2008. He also worked hard to make

the Great Escape Rally a success in its early years. In 1997 he was awarded the honour of Life Membership of the MRASA for his many years of work.

The MRA wouldn't be where it is now without his dedication and contribution. In meetings he always called a spade a spade and we could be assured of his considered advice. Paul also used his considerable design skills for the MRA designing logos and badges for us. Many years of Toy Run badges are ideas from Paul. We all appreciated what he did and we all learned from him.

Unfortunately, a debilitating series of illnesses in 2007 took a lot of his strength and energy and in 2009 he had to retire not only from the MRA but from riding as well. This was a source of great distress for him but he accepted it and moved on to another phase of his life. He didn't disappear entirely, however. He made it his business to attend every Toy Run just to make sure that we were doing it properly. A thumbs-up from Paul meant that we got it right again and he would tell us in a few words just what we needed to improve the day.

At this time our thoughts are with his wife Daphne, his family and his grandchildren whom he adored.

Paul Morgan was my friend. I had known him for nearly 30 years, and now it seems such a short time to appreciate such a top bloke. I will miss him and I want

to say thank you to him for being around for us. I don't think I said it often enough when he was with us so I want to say it now so all of us can have a few more memories of him to hang on to. Ed

NEW DRINK AND DRUG LAWS

The then Minister for Road Safety, Chris Picton, announced via a letter to the MRASA that proposed drink and drug driving laws were approved by the South Australian Parliament on 29th November 2017. This was part of the Statutes Amendment (Drink and Drug Driving) Bill 2017.

Unlike alcohol-related road fatalities, the number of drivers and riders killed in road crashes who are testing positive to drugs is not decreasing. Over the last five years (2012-2016), an average of 24 percent of drivers and riders killed on SA roads tested positive to cannabis, methylamphetamine or ecstasy or a combination of these drugs.

The MRASA supports higher penalties for road users who do not respect the safety of others. Repeat offenders with a blatant disregard for their own safety and the safety of others must be held accountable.

The new laws are aimed at reducing the incidence of drug driving and improving road safety for all road users.

From 22 February 2018:

- The roadside drug testing process will be streamlined so that only one, rather than two, screening tests will be undertaken by Police.

From 8 March 2018:

- Penalties for a first drug driving offence will increase.
- Licence disqualification periods imposed for repeat drug driving offences will increase.
- The penalties for refusal or failure to undertake a drug screening test, oral fluid analysis or blood test will increase.

From 24 April 2018:

- A driver detected drug or drink driving (0.08 BAC and above) with a child aged under 16 years in the car must show they are not dependent before being re-licensed.
- Drink and drug drivers required to undertake a dependency assessment will have the option to complete a treatment program.
- The penalty for driving unlicensed at the end of the disqualification period, if the driver did not show they are not dependent on alcohol and drugs, will increase.

• More information is available from the [towards zero together](#) website.

RIDING NEW ZEALAND

Auckland, Kaitia, Whangare, Paihi, Coromandel, Matamata, Rotorua, Waikaremoana, Rimataka, Whangamamona. Question: What do all these names have in common? Answer: They are all in New Zealand and they all mean great riding

Graeme and I spent two weeks riding around the North Island last April-May and had a great time. We picked up our 650 V-Stroms courtesy of Peter Aalbers at Wild Freedom Motorcycles, packed our panniers and got underway. From Auckland (Place of the Great Auks. Funny that, we couldn't find the place of the Lesser Auks) we travelled to the Northlands heading for Cape Reinga, stopping off to look at massive kauri trees as well as Tane Mahuta – the mother of all kauries.

We headed for the 90-Mile Beach and sped along it beating the incoming tide just short of Cape Reinga, NZ's northernmost point. Then off to the Bay of Islands, back through Auckland and headed for the Coromandel Peninsula on the East Coast.

The road from Coromandel town hugs the coast three-quarters of the way around the peninsula and then back again – mostly twisty gravel roads. It



rained here, just as it did last time, but this time at least there was enough sunshine to catch some great views.

From Coromandel to Matamata to visit our mate John, again in the pouring rain. It rained for three days, but what are you going to do? You gotta ride. Down to Rotorua and the Waikaremoana Road, 220k of slow, tight gravel roads with the occasional bitumen near villages, great mountain scenery and some very interesting mud sections about 2k long – downhill mostly. Great views of Lake Kaiaremoana.

Headed for Napier where we stayed for a rest day. Oh, did I mention walking all around the town looking for caches on Graeme's geo-thingy 'must do' list? Met up with our mate Ken for dinner and

the next day travelled to Wellington via the Rimataka Pass with him. This pass is unique in that if it gets too windy (as it tends to do around Wellington), the pass is closed to tall vans and motorcycles. The wind is strong enough to push them off the road. This is a must-do ride if you get to Wellington. Stop half-way for the views.

We stayed an extra day with Ken and Shirley to visit the Weta workshops (these are the guys who made all the props for the Lord of the Rings movies) and then headed north. We just had to visit KD Wasley in Harewa again. KD runs the biggest private Elvis Presley museum in the southern hemisphere, if not the only one. It's in his garage. The original collection got too big for the house so his wife told him to shift it.

After Harewa, it was on to the Forgotten Highway that runs between Stratford and Taumarunui. This is a great fast ride through all sorts of terrain, mostly dirt roads, with a pub stop in the middle at Whangamomona.



From there we headed north through the Waikato region.

Lots of green hills. Mountain roads that had great curves and roads that just got better as we rode ever on. This is an area that we would have explored a lot more if we'd had the time. But we were now on a schedule to get back to Auckland, get the bikes back to Freedom Motorcycles and catch our plane home

It had been a great trip. I know that people often say "Travel Australia", but I say "Don't miss NZ".

Advice on travelling in NZ: Take a GPS with you. They're great at finding B&Bs in the dark. Use local B&Bs and Airbnbs. They are competitive pricewise. They are also more interesting than motels. If you want to eat out, try the RSAs. They're the local equivalent of our RSLs and serve good food at reasonable prices, cheaper than restaurants. Local pubs are good too, but a bit more expensive. In the mountains you can't always see around corners. Take extra care. Finally, don't be afraid to take the roads less travelled. They're not so crowded, and more interesting.

Harald Lindemann

BIKE SALES 2018

Scooters are undergoing a sales resurgence despite the overall national motorcycle market recording a 5.9 per cent decline for the first six months of 2018 compared with the same period last year.

Scooters were the only segment to show improvement with a 10.9 per cent increase, albeit off a low sales base. From January to June, motorcycle industry sales totalled 47,942 compared with 50,939 for the same period in 2017.

The segment most affected by the 2018 downturn was ATVs and SSVs with a 10.7 per cent fall. Off-Road bikes were less affected but declined 4.8 per cent, and road bikes fell by 5.3 per cent from January to June, compared with the same six-month period in 2017.

The overall market leader was Honda, selling 11,655 new bikes (down 7.6%), but still commanding 24.3 per cent of the overall market. Yamaha was the second-largest seller (10,085 units), an increase of 2.6 per cent on the same period last year and with a 21 per cent overall market share.

In third place overall was Kawasaki, selling 4,718 units (for a 9.8% share) and also increasing its share of the overall market by 3.3 per cent in the process. Suzuki came fourth with 3,724 units, or 7.8% of the market, and Harley Davidson was fifth with 3,629 units sold. Regrettably for Harley-Davidson, this was an 18.1 per cent decline over the same period last year.

In the ATV/SSV segment, Polaris grabbed the market lead with 3,098 units sold (27.7% share), followed very closely by Honda with 3,065 units (27.4%), and Yamaha in third with 2095 units (18.7%). ATV/SSV sales accounted for 23.3% of total industry sales in the first half of the year.

In the Off-Road segment, which accounted for 32.5% of total market sales, Yamaha again retained top spot, selling 4,740 motorcycles (30.4% segment share), followed by Honda with 4,180 units (26.8%), and KTM with 2,682 units or 17.2 per cent overall off-road segment share.

The largest segment of the market was again Road bikes, accounting for 39.8% of all sales. Honda was the leader of the pack selling 3,853 or 20.2 per cent of all road motorcycles, followed by

Harley-Davidson selling 3,629 units (19% segment share). Yamaha was in third place selling 3,014 units (15.8%) of all road motorcycles, but increased its share of the segment by 5.2 per cent over the first half of 2017.

Scooters are having a small resurgence in 2018 and, to the end of the first half of the year, produced a 10.9 per cent growth over the same period last year. However, these sales only account for 4.4 per cent of overall industry sales. In this segment, Honda leads the sales race, selling 557 units for a 26.6 per cent segment share, followed by Piaggio with 498 units (23.8%) and in third spot Vespa with 434 sales (20.8%).

FCAI Federal Chamber of Automotive Industries
<https://www.fcai.com.au/news/index/index/article/533> 6 July 2018

https://www.fcai.com.au/library/news/national_sales_comparison_report_458601_2018-06-01.pdf

MOTORCYCLING AROUND THE WORLD



Duc Tran Spor

RALLIES

The Wombat Rally is at Bowman Park, Crystal Brook, on 10-12 August.
trevor.nowak@icloud.com for details

The Peregrine Rally will be held at the Jaibuk Reserve on August 24-26. See the CMA website for more details.

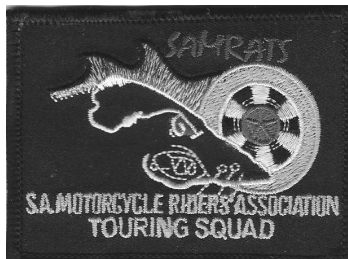
An event to celebrate 25 years of CMA in SA will be held at the Lobethal Bushland Park 14-16 Sept 2018. RSVP reqd, CMA SA website for details.

SCOOTER CLUB RIDE CALENDAR



The Scooter Club has regular rides on the 3rd Sunday of every month meeting at 9.30am for a 10am departure. Check the SAS Facebook page for more details as they come to hand.

SAMRATS RIDE CALENDAR



Sunday Rides leave at 10am.

Departure	Meet at	Destination
5 Aug	Civic Plaza Modbury	Milang
19 Aug	Crafers Deli	McLaren Vale Circuit
2 Sept	Civic Plaza Modbury	Mannum
16 September	Crafers Deli	Lobethal Circuit

Check the MRASA Website for more information and route maps.

INCREASED PENALTIES FOR EXTREME OR REPEAT POOR ROAD BEHAVIOUR

We have all seen poor driving habits, aggressive road behaviour and dangerous manoeuvres and wished there was a police car close by to provide that wished-for karma.

In a few cases this wish is granted but unfortunately, too often, only as a result of a collision, and then we hear that the offending driver has a poor driving record.

At a recent forum attended by the MRASA, this very topic was discussed. This small but hardened group of road traffic criminals have no respect for the law, the safety of others or the consequences of their actions. The average person generally amends their behaviour even if only temporarily, grumbles but pays the fine and if disqualified from driving, makes alternative arrangements. Our problem is to impact upon the behaviour of those who feel themselves above the law.

The one assumption we make is that poor behaviour attracts penalties whilst good behaviour attracts rewards.

Currently the evidence supported by the continued repetition of poor behaviour and non-payment of fines suggests that the application of penalties is not effective. What was suggested, and is supported by the MRASA, is that significant penalties should be applied and that failing to abide by the imposed penalty has serious consequences which are acted upon.

One example of this could be that the driver of a vehicle involved in extremely risky behaviour has the vehicle impounded immediately for a very lengthy time regardless of vehicle ownership, in addition to a very hefty fine for the driver. This would mean that if I allowed my vehicle to be driven dangerously by another person I risk losing it. It is our belief that within a short time peer group pressure would amend that behaviour. If not, then the enforced consequences including imprisonment should have the desired effect.

The MRASA fully supports the concept that extreme behaviour should incur extreme penalties and that the general road user should no longer accept 'slap on the wrist' penalties for offences which often destroy innocent lives. It is not our job to suggest penalties but it is our responsibility to tell governments and the judiciary that we have a right to feel the law which they enforce will protect us. We should not accept that blatant disregard for the law is possible because imposed penalties will not be enforced. KEEPING SOUTH AUSTRALIA SAFE is the proudly-displayed SAPOL slogan. We should demand that this becomes practice rather than rhetoric.

Ebi Lux

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

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 Salis Plains
Gawler Motorcycle Centre	10% discount on accessories	8522 7700	Lot 1 Main North Rd Evanston
GC Motorcycles Prospect	\$5 on tyres, 10% accessories	8344 7888	122 Main North Rd Prospect
DC Motorcycles Melrose Park	Disc on request – see Don	8377 5566	22/788-9 Maroin Rd, Marion
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 0417 713 523	10 Deacon Ave Richmond 3 Cranbourne St Elizabeth Park
Ken Oath Leather Goods			
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	949 South Rd Melrose Park

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.

**"GOOD" NEWS ABOUT BIKE
CRASHES**

The Bureau of Transport and Regional Economics (BITRE) provides a monthly national summary of road deaths, and a somewhat reassuring trend regarding motorcycle deaths is emerging.

Six months in and it's looking like "good" news. The report for June 2018 indicates that the total motorcycle fatalities year-to-date has returned to where it was a couple of years ago – below 200 – after what might now be considered a spike the previous year or two. It's no reason for

celebrating or complacency – 200 is still way too high in my opinion – but at least things are tracking in the right direction again.

Link to the June report here:

https://bitre.gov.au/publications/ongoing/road_deaths_australia_monthly_bulletins.aspx

Shaun Lennard, AMC Chairman

MRA COMMITTEE

President – Graeme Rawlins 0419 832 384
 Vice-President – Ebi Lux 0418 800 362
 Secretary – Cathy Lux 0408 853 380
 Treasurer – Harald Lindemann 0421 289 714
 Membership – Graeme Rawlins 0419 832 384
 Road Safety – Ebi Lux 0418 800 362
 Stock Controller – Amanda Lock 0434 578 595
 Centrestand Editor – Harald Lindemann 0421 289 714
 Minutes Secretary – Vacant – currently floating
 Register Liaison – Cathy Lux 0408 853 380
 SAMRATS Coordinator – Ken King 0401 866 037

Toy Run Coordinator – Harald Lindemann 0421 289 714
 Scooter Club Coord – Frank DeFrancesco 0412 937 606
 4Bs Coordinator – Greg Janzow 0400 056 056
 Webmaster – Graeme Rawlins 0419 832 384
 Public Officer – Harald Lindemann 0421 289 714
 AMC Representatives – Graeme Rawlins, Ebi Lux

Mid-North Register Committee

President - Stuart 'Toot' Bunnett 0408 840 206
 Vice-President - Jackie O'Reilly 0407 742 006
 Secretary – Greg Stevens 0409 842 434
 Treasurer – Barry Stoneman 0407 187 634
 MRA Mid-North PO Box 37 Snowtown SA 5520

General Members: Tracy and Craig Hughes, Greg Janzow , Gary Brand

Note: 5 General Member positions for the Committee remain unfilled and will be appointed by the Committee. If interested contact Graeme or Cathy.

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 ____ / ____ / 2018 Signature _____

MEMBERSHIP FEES: CIRCLE ONE

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

Payment by: Cheque Money Order or debit my Visa MasterCard

- - -

Amount \$ _____ - 00 Expiry date ____ / ____

Name as printed on card _____

Signature _____