

CENTRESTAND

September 2018



THIS ISSUE

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Let those who ride decide



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

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COVER PIC: V-Stroms at Nelson Bay, NZ (Harald/Graeme trip) – Harald Lindemann

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EDITORIAL

'Clothes maketh the man.' That's an old dictum that suggests that you can tell something about a person's character or social status by the clothes that they wear.

The edges get a bit blurred these days when Armani suits, Dolce & Gabbana outfits and Ray-Bans are well within the reach of anyone who is willing to pay for them.

In some ways it still holds true today for motorcyclists. What do you think when you see a rider in shirt, shorts and thongs blasting down the street? Or a rider wearing a helmet, but no gloves, motorcycle jacket or suitable footwear?

Wearing proper motorcycle safety gear is as much a part of riding today as is riding defensively in traffic. Most riders, from what I can see on the roads today, don't go out without dressing properly. That means an approved helmet, a good jacket, gloves, trousers and boots – whatever the weather. However, there are still some riders who take shortcuts, i.e., wearing sneakers or lace-up shoes because they are riding to work, or older-style gloves without knuckle protection. Others don't consider safety gear at all.

Think about it on occasion – is that the best that you can do? If so, why? Some reasons for not wearing the good gear is the expense. So what's the value of a month or two off work to recover from damage to the body that could have been avoided by a couple of hundred dollars of good gear? Aldi sells a limited range of Euro standard gear at very competitive prices – no excuse there. "It's too hot!" say some. Some of my compadres say, "If it's too hot to wear the gear, then it's too hot to ride." Makes sense to me.

This is where MotoCAP comes into its own. This is an Australian motorcycle clothing testing system that uses comfort as one of its testing criteria. Clothes that might be suitable all year round in an American or European setting just might not cut it in the Australian climate, especially in summer. For most of us, finding the best gear to wear in summer is a matter of suck it and see or compromise. Now we have somewhere to go to find out which jackets etc. will suit our conditions, and in the long run this will encourage manufacturers to start making gear that reflect this.

Read the article on Page 5 for more information about MotoCAP and visit the website. The more informed we are about the good gear, the safer we will be. And look after your mates who ride: tell them when you think they could do it better.

Ride safe & stay upright
 Harald

PRESIDENT'S REPORT

Government concerns continue over outlaw gangs, with their angle targeting what riders wear. The latest activity (30 August) has the Tasmanian Parliament passing laws to ban bikies wearing club colours. We have heard this all before, the most publicised being the VLAD laws emanating from Queensland. The Tasmanian Government is attempting to address illegal activity from the 1% gangs by introducing Draconian laws targeting members wearing club colours and possibly extending to preventing members of specific clubs from consorting.

The lack of natural justice combined with the elevated powers afforded to the Police Minister shift the decision-making from those whose should have it – the courts. As a rider, targeting a specific segment of the community based on our choice of recreational escape is undemocratic and unconstitutional. What is unfair is the change this causes in the general public's view of all riders, and the reputation you and I have to deal with when we go about our daily or weekly ride.

(Tas doesn't appreciate that similar laws in other states have generally been a miserable failure and that existing laws provide adequate recourse. Queensland, the first to have a go, has yet to convict anyone. Australian Lawyers Alliance spokesman Greg Barns said anti-bikie laws in certain states had resulted in few prosecutions, had not diminished the extent of drug activity, and had led to innocent people being harassed by police officers. Ed)

As at 12 September there have been 4 motorcyclist fatalities in South Australia, but no pillion fatalities. This is a significant reduction on the 15 from 2017. The newly-elected SA Government has failed to engage with the key stakeholders for motorcycling through the Motorcycle Reference Group since being in power. Despite the reduction in fatalities we still need to keep our finger on the pulse to ensure riders' rights are being represented. Despite the MRASA receiving a positive response from the Premier, our meeting with the Road Safety Minister has been rescheduled to later this month.

The launch of MotoCAP on the 19th September is great news for motorcyclists. The MotoCAP for motorcyclists' clothing is like the ANCAP star rating system for cars, or the energy star rating system given to whitegoods. When riders are buying clothing or gloves, you will be able to review two star ratings, one for safety and one for

comfort. The key with this system is that clothing is independently tested and rated, separate from manufacturers or retailers. This will benefit all riders, giving them the choice they have over the level of comfort and protection in the equipment they use. We hope manufacturers will increase the levels of protection offered in their garments to remain competitive in the marketplace. Manufacturers rarely perform quality control on their garments within a batch, or across different models of garments. Furthermore, MotoCAP avoids the need to introduce clothing standards which would probably mean increased garment costs to riders. This is a win-win for motorcyclists. No doubt you are going to hear more about this over the coming months.

The warmer months are approaching, and the Adelaide Hills are coming alive with riders heading out for some exhilaration and excitement. Take care out there, make sure you are in the right headspace for riding, and that your bike has had a good checkover to ensure it doesn't let you down.

Ride Safe, Graeme Rawlins
MRASA President.



WHATEVER YOUR RIDE WE
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KENNY BLAKE FESTIVAL of M/C

26 October to Sunday evening 28 October, 2018.

Kenny Blake grew up in Strathalbyn and loved racing. He started racing his 1964 Triumph in 1966, and was soon taken under the wing of Les and Dean Jesser. Blake had his first major win at the 1973 Castrol 6-Hour Production Bike Race at Amaroo Park Raceway in Sydney. In 1974 he won the Australian 350cc and 500cc championships and in 1976 he won the coveted Australian 500TT race against a field of international riders. Blake went on to win 11 national championships and compete at the Isle of Man.



The Kenny Blake Festival of Motorcycling celebrates the life and achievements of racing's 'gentleman racer'. See custom motorcycles, memorabilia and selected new bikes from retailers and exhibitors. Expect a motorcycle show like no other! This is NOT a motorcycle trade fair: it's an exhibition and celebration of Kenny Blake's life, in the town where he grew up.

Everyone is invited! Stay for the whole weekend, bring your camera, bring your mates, your better half, and the kids too. Every element of this unique event has been hand-picked by the organisers; the exhibited bikes are 'invitational' and selected from the era that Kenny Blake raced.

Supported by the motorcycle industry, the event is sponsored by Strathalbyn's SA Plasterboard, the Alexandrina Council, Phoenix Motorcycle Club, Kenny Blake Foundation, Garage Motorcycles, Shannons Insurance, Littlehampton Bricks and the Strathalbyn & Lakes Tourist Association. The Festival is a bi-annual event run by volunteers, being held in the picturesque, historic town of Strathalbyn, South Australia, from Friday evening



events will be held.

Friday: Launch Dinner: Reflections and memories of Kenny Blake with guest speakers Ivan 'Snowy' Ardill and Gavin Porteous.

Saturday & Sunday Memorabilia display from Blake's racing days. Trade Show.

Saturday: Show & Shine, Memorial Ride

Sunday: Swapmeet, historic ride and scavenger hunt, memorial unveiling. Sunday closing ceremony.

October 27 is Kenny Blake's birthday. The festival is all about bringing Kenny Blake back home, and a celebration for families and especially anyone who loves to ride a motorcycle. If you want to catch the **Phillip Island Australian GP** it will be on the big screen at the Strathalbyn Footy Club, where most of the weekend's

Tributes from:

Michael Cole – Production and Superbike rider 1970s: Kenny had pure, natural ability. He was a true gentleman, but on the track, he was pure tiger. His concentration was fantastic and he was very tenacious.

Brian Cowan – Motorcycle Journalist: Kenny Blake was more than a talented road racer, a good conversationalist, a friendly socialiser. He was a very complete person.

Don Cox – Gassit Garage: Two-stroke or four-stroke, big or small, machines with nasty habits or sweet handlers, Blake could ride them all.

<http://www.kennyblakestrathalbyn.com.au/>



Listen to Mary-Lou Nees on Coast FM 88.7 Wed 24th October talk about the Kenny Blake Festival of Motorcycling

MOTOCAP - A BACKGROUND

The right gear can greatly reduce the likelihood of permanent injuries from a crash and shorten hospital recovery times. With the right gear, you will enjoy a more comfortable ride, with less distraction, fatigue and dehydration.

Riders are best protected when their whole body is covered with abrasion-resistant materials, with added impact protection for the joints. Riders wearing protective motorcycle clothing, especially when fitted with impact protection, are less likely to have any injuries in a crash, while those who are injured are less likely to be hospitalised. Unfortunately, studies show that up to 30 per cent of motorcycle clothing fails in crashes.

Until now, riders have had little information on choosing the best products to protect them from injury if they crash, nor could retailers or manufacturers compare the performance of their products to others in the market.

The Motorcycle Clothing Assessment Program (MotoCAP) has been established by a consortium of government and private organisations across Australia and New Zealand. MotoCAP's aim is to empower motorcyclists to choose the right gear that provides them with the best protection and comfort for their ride. MotoCAP safety ratings assess how well garments protect a motorcyclist in a crash, based on impact protection, burst resistance and abrasion resistance. MotoCAP is an ongoing testing process run through Deakin University headed by research fellows Dr Chris Hurren and Dr Liz de Rome. The MRASA has been a vocal and active supporter of MotoCAP

For detailed information please visit <https://www.motocap.com.au/>

(Source: [motocap.com.au](https://www.motocap.com.au/))



Dr Christopher Hurren
Institute for Frontier
Materials, Deakin
University, Australia.

Dr Hurren's expertise is in the development of protective and performance textiles. He specialises in the measurement and development of protective textile structures for motorcycle

apparel. His work on understanding the dynamics of what happens to a rider's clothing in a fall has provided a significant step forward in motorcycle protective clothing. He has also conducted research on functional fabrics, effluent treatment, bio-materials, fibre extrusion, plasma and natural fibres including cotton, wool and hemp.

Dr Hurren spent eight years in industry as a textile colourist and fabric finisher and has a strong understanding of the textile manufacturing chain. His expertise is in scale-up of research by taking it from the laboratory into industrial manufacture. He has significant knowledge and experience in the testing of textiles.

Dr. Liz de Rome has worked in motorcycle safety research and strategic planning for almost 20 years. Liz developed the first Australian motorcycle strategic plan including a unique website dedicated to providing an evidence-based reference for motorcycle safety initiatives.

Liz successfully challenged prevailing assumptions about the value of motorcycle protective clothing in reducing the risk and severity of injuries in crashes. Her results also found up to 30% of the garments worn by riders were not fit for that purpose. Liz also went on to investigate the potential for motorcycle protective clothing to present a risk to safe riding due to thermal discomfort when worn under hot conditions.



Liz has been a long-time advocate for a star rating scheme for motorcycle protective clothing and led the development of the model for the Motorcycle Clothing Assessment Program for Australia and New Zealand. Her other work includes the *Good Gear Guide* and the development of Victoria's new motorcyclists' graduated education and licensing scheme.

Liz is Senior Research Fellow, Motorcycle Safety, in the Institute for Frontier Materials at Deakin University. She is a member of the National and State Executives of the Australasian College of Road Safety and the US Transportation Research Board sub-committee on Motorcycles and Mopeds.

BLOOD DONATION

One in three people in Australia will need blood products in their life. For many, blood donors are their lifeline. One in 30 people donate blood in Australia. In South Australia we are well above the average.

There are 8 primary blood groups:

O+, O-, A+, A-, B+, B-, AB+ and AB-. O+ and A+ are the largest groupings.

O- is a universal group and in an emergency can be given to all other blood groups.

There are three ways of donating blood products. After a 5 - 15 minute interview, where they check your haemoglobin and blood pressure and ask about your general health before each donation, you can donate:

Whole blood - treatment of blood loss after an accident or surgery. Takes 5 - 12 minutes. 12-weekly.

Plasma – for over 17 different reasons, ranging from burns victims to auto-immune issues; a very versatile product. Takes 25-35 minutes. 2-weekly.

Platelets – control of haemorrhage/bleeding, patients with leukaemia, cancer and haemophilia. Takes 45 – 65 minutes. 2-weekly.

Each blood product is important and vital to someone's health and wellbeing.

The Australian Red Cross Blood Service (ARCBS) is the only blood collection/distribution service in Australia.

How to donate

Call 13 14 95 to make an appointment and/or talk to one of the blood service staff.

Collection centres are located at Regent Arcade, Adelaide.

North East Road, Modbury.

Vincent Street, Port Adelaide.

Milham Street, Oaklands Park

David Witton Drive, Noarlunga

Plus there is a mobile unit that visits 43 other places throughout SA every 3 months.

Most people are able to give blood if they:

- are fit, healthy and not suffering from a cold, flu or other illness at the time of donation or in the previous 7 days.
- are aged between 16 - 70 years
- weigh more than 45kg (16 - 17-year-olds need to weigh more than 50kg)

- have not lived in the UK between 1980 and 1996 for more than 6 months
- are not involved in risky sex practices
- are not drug users
- are not pregnant or feeding a baby
- have not had a tattoo recently
- have not had dental work in the last 2 weeks
- have not taken aspirin or anti-inflammatories in the week before donating

You cannot get any get any infections or unpleasant surprises like HIV or hepatitis from donating blood. All equipment that touches your blood and you is single-use only.

Being a donor also makes you eligible for the MRA blood donor's badge. If you wish to participate in future runs please contact the Blood Run Coordinator (Cathy) on 0408 853 380. If you are donating you will need to call the ARCBS on 13 14 95 to book in. If you are unable to donate, come along and support us, as you still may help by providing a pillion seat for donors who cannot ride. Those unable to donate often join the ride and leave when the group enters the donation centre.

Donating as a group is social event and encourages others to donate within your club or workplace.

There are 4 events per year, one every 3 months, which is the timespan for whole blood donations.

Cathy Lux

NEXT BLOOD RUN Saturday December 15 2018

8.30am Roll-up, 8.45am Departure

**For the Regent Arcade Blood Centre
From Woolies cnr Kensington Rd/Tusmore
Ave Marryatville**

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

NOISE EMISSIONS

In 2016 the Environment Protection Authority Victoria (EPA) released data showing that of the 5000 noisy vehicle notices issued over the previous two years, about 600 (12%) went to motorcycle owners. Significantly, motorcycles only made up 4 per cent of vehicles on Victorian roads at the time.

Harley-Davidson owners were the top culprits, with 465 owners receiving an EPA notice that required them to have their bikes noise-tested and to make any repairs to ensure compliance with the *Environment Protection Act 1970* and the *Environment Protection (Vehicle Emissions) Regulations 2013*. Yamaha, Honda and Kawasaki were the other motorcycle makes to receive more than 20 notices.



It would appear that the public perception that motorbikes are considered as big, if not a bigger, noise pollution problem than cars was justified, and the EPA Regulatory Practice and Strategy Group noted that they were focusing on noisy motorcycles as part of their operations.

Motorbike noise limit regulations largely depend on when the bike was manufactured. If a bike's exhaust system has not been modified, all bikes manufactured from 2005 will need to pass their own specific noise limit as set within the Australian Design Rules. A bike's specific stationary noise test information will be displayed on the vehicle for motorbikes manufactured from 1 March 1988. If a bike was manufactured between 1985 and 2005, or was manufactured after 2005 and has a modified exhaust system, it will have a limit of 94 decibels (dB). All bikes manufactured prior to 1 March 1985 will have a noise limit of 100dB.

Put into context, 100dB sounds like a jet taking off from 305 metres away and 94dB would be like standing on a platform when a train goes past.

For more technical information on the regulations regarding noise levels and testing criteria go to the MRASA webpage noted below.

It's not only riders who have to deal with noise emissions. A ban on the sale of deafening vacuum cleaners, with a noise level above 80 decibels, has just come into force in the UK and other EU countries under new European rules designed to boost energy efficiency and cut carbon emissions.

A recent test of a number of new vacuum cleaners found that noise levels varied dramatically from 65 up to 90 decibels – that's the difference between the sound of a conversation a metre away and the sound of a busy main road. So wear your ear plugs when cleaning as well.

www.epa.vic.gov.au
Road Traffic (Light Vehicle Standards) Rules 2013
<http://www.mrasa.asn.au/noiseemissionsfull.shtml>
www.theguardian.com

Harald Lindemann

ABS CENSUS ON MOTORCYCLES

We're all familiar with the concerns about the 5-yearly Census not collecting sufficient information about motorcycles and transport – in fact excluding motorcycles from some questions.

A trawl through the transport-specific page of the Census website revealed, for example, that cycling accounted for 1.2% of trips to work on Census Day 2016, while motorcycling didn't even figure in the stats.

A public consultation phase concluded on June 30 with the objective of finalising questions for the 2021 Census. notwithstanding the very short notice, this was our chance to do something about this issue, and Australian Motorcycle Council members were able to provide input.

The ABS has written on its Facebook page that 350 submissions were received in total. When you delve into their website, you'll find that 34 submissions (almost 10% – 9.7% to be precise) mentioned the word 'motorcycle'. I think we can be pretty pleased with the range of topics raised in the Census consultation, and be hopeful of a good outcome.

Shaun Lennard, AMC Chairman

HOST A RADIO PROGRAM by Ebi Lux

Earlier this year Coast FM offered the MRASA an opportunity to participate in hosting its popular radio programme "Motochat", aired on Wednesday evenings between 7.00 and 8.00pm.

Harald Lindemann, Cathy and I undertook the very intense 6-week announcer's training course. We were instructed on Broadcast Law, programme content preparation and presentation and finally the mechanics of combining all the elements of programme and actually getting it on air.

All of us assume that talking on air is as simple as having a conversation with a few mates round a campfire. Nothing could be further from the truth. Firstly, think of the music you play. I know what I like to hear but when you put your choice together for a full hour or more would you want to keep listening? The mix has to fit together and flow whilst maintaining interest. This means you will include selections which may not be in your personal favourites list. Then think of the announcements between tracks. You have to sound knowledgeable but natural. Don't try to baffle the audience with facts about each song. That very quickly becomes tedious.

Listeners hear a combination of adverts, comments and information. Most of this is prepared on a rolling programme to be introduced in the correct sequence. The presenter's art is in keeping the sequence in the correct order without having the dreaded silences or dead air in between. For an average music programme you are managing two talk buttons and three CD players, any one of which in the wrong order will create on-air chaos.

Now let us turn to a talk show. On air, guests are always nervous. They clam up and forget what they came to talk about. People who will never shut up around a campfire give one-word answers. Try filling an hour of talk show with that. Alternatively, they have so much to say it becomes impossible to direct the programme along intended lines.

A talk show should be informative. The host needs to direct the conversation and maintain a flow to keep listener interest.

Community radio is very tightly controlled. We have a maximum of 5 minutes per hour sponsorship

announcement with heavy penalties imposed for exceeding the limit. The moment a guest starts mentioning products and prices it may be deemed as advertising. Then we have the ever-present threat of inappropriate comments, i.e., racist or sexist language. These days with everyone being hypersensitive it is so very easy to offend someone.

So far we have covered in-studio guests. A new dimension is the phone interview where the guest is called and we have to get that phone call to air. Suddenly a new panel button is introduced which needs to be juggled in exactly the same way as the standard microphone button.

Sounds easy so far.

The listener is accustomed to hearing the music and voices all come to air at a suitable volume. The show host on community radio works the entire broadcast panel themselves. This means that the volume sliders are the host's responsibility as well. Unfortunately no two voices are at the same volume nor have we been able to get guests consistently close enough to the microphone. So the host has to monitor volume levels as well.

So, to get a programme to air the host has to prepare the music, organise guests, decide the emphasis of the show, do an intelligent interview, keep guests talking, play music, bring in

station breaks and sponsorship announcements and occasionally tell listeners the time and temperature. Most of all we do this making sure no hypersensitive person is offended. And we do all that whilst talking to motorcyclists.

The concentration level we have achieved when presenting is akin to riding a bike in heavy traffic at speed. And yes, we thoroughly enjoy it.

If any reader wishes to publicise any motorcycle-related activity on air please do not hesitate to contact either Harald or myself. We are always looking for interesting items to promote and your story will be interesting to someone. Secondly, if you want to join us as a host of the programme, again don't hesitate to call us. The more presenters we have the easier the workload, the higher the programme quality.

Don't forget to listen to Motochat, Coast FM 88.7, on Wednesday evenings between 7.00 and 8.00pm.



THE FATAL FIVE - No. 1 SPEED

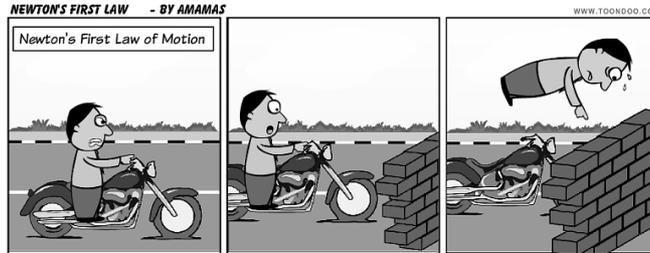
Isaac Newton has a lot to answer for. Without his laws of motion we would probably have remained ignorant of the fact that the faster you go the harder you stop. Seriously though, some people still don't understand this principle and therefore the accelerator tends to have a greater influence on driving behaviour than the brake.

This brings us to the first of the 'Five Fatales', SPEED. Every day on the road we deal with speed limits and advisory speeds. In general, speed limits are set with the aim of improving road safety, with a balance being struck between risk and travel time and taking into account road characteristics and accident statistics.

The usefulness of these posted limits is generally managed on an individual basis according to the factors of *grip* and *slip*. We manage *grip* through the two patches of rubber that make contact with the road, which are affected, amongst other things, by rubber quality, age, temperature, correct inflation and tread; and *slip* through their fragile adhesion to the road surface due to a variety of factors, like the inherent stability of the road surface and the addition of oil or water on the road. Speed changes the effectiveness of the former and the management of the latter, and we need to know how these affect our particular ride.

Research has shown that many people are relatively ignorant of some of the mechanics of speed.

Think about it. If you are travelling at 100kph and you hit something stationary, the crash occurs at 100kph. If you are travelling at 100kph and you hit another object travelling towards you at 100kph, the crash occurs at 200kph.



So what difference does speed make? Well, for example, a pedestrian hit by a car travelling at 40kph has a good chance of surviving the crash. A pedestrian hit by a car at 60kph has a good chance of not surviving the crash. Speed generates a lot of energy which is transferred to the contact surfaces when a moving vehicle hits something, inevitably causing damage to those surfaces and most things around them.

At 50kph a car with good brakes will take 35 metres to stop in an emergency. Increase the speed by 20%, i.e. to 60kph, and the braking distance is increased by 44% to 45 metres. If the road is wet the braking distance at 50kph is increased from 35m to 54m. At higher speeds and with poorer brakes the distances will be increased. (See the chart below for m/c equivalents)

These figures include average reaction times, which in dry conditions make up about half of the distance travelled – a bit less in the wet as reaction times don't change. They are, however, affected by other factors such as fatigue, inattention and drugs and alcohol.

The other FATALS which include the three just mentioned and seatbelts will be addressed in future articles.

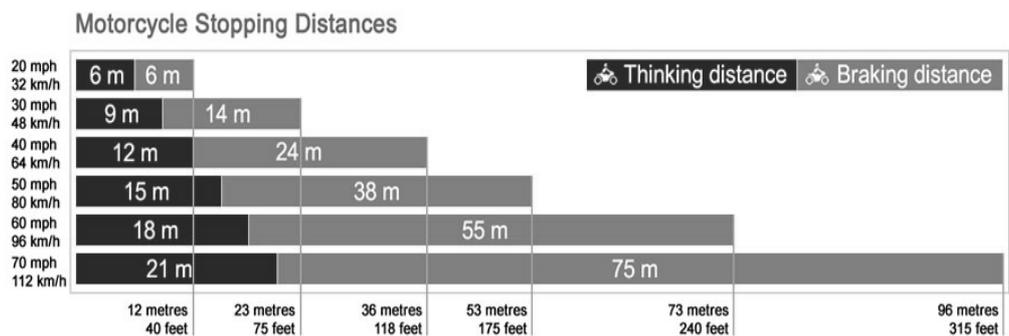
“Those refusing to comply with speed limits either don't believe in the influence of driving speed on impact speed or just don't care at all. Due to this 'rejection front' it must be proven in every country that the laws of Newton are true.”

FH Waltz, M. Hoffliker and W. Fehlman 1983

Finally, here is a thought to take with you – ***“Person who drive like hell bound to get there sooner.”***

References:
(1) National Road Safety Action Plan 2003 & 2004

Harald Lindemann



MRASA NEWS

Motochat

Keep up to date on motorcycle-related events by tuning in to Coast FM's 'Motochat' 88.7 FM on Wednesday evenings between 7.00 and 8.00pm. Liz de Rome from MotoCAP will be interviewed on Wednesday 17/10.

MRA Toy Run turns 40

This is a special one: our 40th. We'll have special commemorative badges and a limited run of T-shirts. We're all looking forward to catching up with the regular (and irregular) participants. Let's make it a big one. Dec 9, Vic Park, leaves 11am.

MOTORCYCLING AROUND THE WORLD



The Early Days of Helmet Testing

FOOTPATH PARKING GUIDELINES

The Adelaide City Council (ACC) requests that riders follow some guidelines for the use of footpath parking. The ACC footpath parking locations do not require motorcycles or scooters to cross footpath areas or pedestrian desire lines. Unlike the recently changed laws regarding riding bicycles along footpaths, riding a motorcycle or scooter on a footpath is an offence.

Riders using the parking areas are asked to offer courtesy to road users, cyclists and pedestrian traffic at all times. Riders should enter and exit the designated parking areas slowly, and not make excessive noise. Other events and activities are often nearby, as well as businesses and their customers, so courtesy needs to be provided.

RALLIES

Nov 9-10 Fish Holes Rally at Portland. For more info ring 0412 838 765.

SCOOTER CLUB RIDE CALENDAR

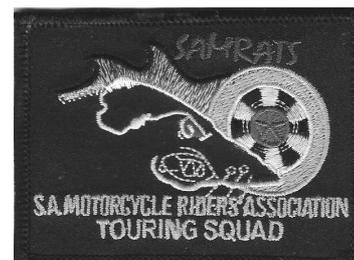


The Scooter Club has regular rides on the 3rd Sunday of every month, meeting at 9.30am for a 10am departure. Check the SAS Facebook page for more details as they come to hand.

Next ride is on October 21st: Meet at BP Evandale 9.30am for 10am Hills ride for lunch at Mt Pleasant Bakery.

Nov 18th ride: Meet at BP St Mary's 9.30am for 10.30 ride to Milang.

SAMRATS RIDE CALENDAR



Sunday Rides: Meet at 9.30am, leave at 10am.

Departure	Meet at	Destination
Oct 28	Civic Park Modbury	Swan Reach
Nov 11	Crafers Deli	Murray Bridge
Dec 23	Crafers Deli	Normanville

Check the MRASA Website for more information and route maps.

USEFUL WEBPAGES

For information about motorcycle safety gear testing and rating:

www.motocap.com.au

For information about helmet testing and rating:

<https://crash.org.au>

For regular updates register at Austroads Road Watch:

austroads.roadwatch@infoservices.com.au

MRASA REPORT TO 2018 AMC CONFERENCE

By Ebi Lux

The Australian Motorcycle Council Annual Conference was held at Deakin University in Geelong on September 8 - 9 2018.

The past 12 months has been a time of re-establishing contacts with the South Australian motorcycling community. Previously, the focus of the association was all things political, often to the detriment of necessary contact with our support base.

Part of our image refocusing efforts centre on the publication of policies and position statements on our website and newsletter. This is a long, slow process whereby the committee agrees to a statement to be posted, feedback is invited from members, then evaluated and incorporated in an agreed final statement.

Our constitutional review is still a work in progress. All major points have been addressed with just a small number of regulations and by-laws required. Once completed the draft will be examined by a legal expert to ensure we face no further exposures.

For the past two years the shipping container housing most of the Toy Run equipment has been located at the Motocross Riders' Association track in suburban Gillman. The rent, in return, has been for us to provide up to six flag marshals for their track days. For us, this is not a major problem as it is fun to be very close and personal at such an exciting sport. The main issue is that dates do clash with other commitments occasionally.

Recently, Geoff Grant, whose bike tows Santa's sleigh and trailer for the Toy Run, suffered a major shed fire. His lifelong collection of bikes, cars, model trains and other memorabilia was destroyed along with a few items of Toy Run equipment. The following day the media sensationalised the story to the point where Geoff had lost over one million dollars in bikes and the Toy Run was crippled by the loss. As Cathy repeatedly told journalists, we have lost a few items of replaceable gear. Indeed, within two

weeks Geoff sourced a new bike and the local community offered to build a new Santa Sleigh.

Our relationship with the Motor Accident Commission, major sponsor of the Toy Run, is on a very sound footing. Two years ago, we provided them with the Western Australian example of a sidestand coaster. They produced four thousand coasters with a road safety message, tasking us to distribute them amongst the riding community. Recently, we have been asked to provide further suggestions for advertising trinkets. We had been planning to do a run of stickers similar to NSW MCC at our own expense. This we shall now partner with them along with other suggestions, saving us considerable cost.



AMC Conf Delegates L to R:
Peter Baulch Qld
Ebi Lux SA
Shaun Lennard Tas
Rob Salvatore Vic
David Wright WA
Brian Wood NSW

Coast FM, a community based radio station with a listening audience in the vicinity of 147,000, has asked the MRASA to coordinate its very popular motorcycle panel programme "Motochat". Cathy, Harald and I undertook the announcer's course and have now been on air for the past five weeks. We have learned the black art of getting a phone call to air, so we can now ring anyone in Australia for their input. We thank Guy for being one of our test cases. The resultant transcript of the interview on helmets and national legislation will make very interesting reading in our magazine for many future editions. Certainly; having access to the national experts and dealing at a federal level elevates the discussion to a point well above what we could hope to achieve locally.

The South Australian election held in March has been a disaster for motorcyclists. The new Minister for Road Safety appears to be placing very little emphasis on this part of his portfolio. Before the election, the incumbent minister held regular motorcycle group meetings. In the past six months we have not heard from the minister, his advisors or department. Personal meetings scheduled with the minister have been postponed to the point where we are approaching the opposition and cross benches to apply some pressure in this area.

(Continued Page 13)

ON SECOND-HAND HELMETS

In response to the MRA's proposal (see June *Centrestand*) to call for a blanket ban on the resale of helmets, and to develop a position statement to this effect, I offer the following comments for consideration.

While the idea of banning the sale of second-hand helmets might seem reasonable at first glance, I think we need to consider more than just the principal argument that you can't tell if a helmet is damaged from a visual examination and that the only valid way to determine its integrity is through destruction.

Firstly, what proportion of motorcyclists' head injuries are due to the failure of a second-hand helmet? If there are no statistics on this, the argument for a ban would appear to be more of a theoretical sense of what seems like a good idea than based on empirical evidence, and would therefore require research prior to establishing any position.

Secondly, we need to consider why there is a market for second-hand helmets. I think that, in the main, helmets are overpriced. For example, you can pay up to \$1600 for a new one, with \$650 to \$1000 being common prices and \$200 a rarity, and many people simply can't afford these prices. Responding to cost concerns by saying "What price do you put on your head (or life)?" is an emotive argument as people will tend to get the best helmet they can afford, which may well be the cheapest one they can find.

They might also buy a helmet (and a bike) purely for economical reasons, and there is nothing wrong with this as all the available helmets meet approved standards. However, if a new helmet costs more than a second-hand bike, they might reconsider becoming a motorcyclist, which would be unfortunate as the more bums on seats the safer we are due to the greater degree of awareness it induces in other road users.

I think a high proportion of the second-hand helmet market would come through a combination of this latter (economically-based) demographic, riders who no longer have a need for cheap transport, and other motorcyclists who give up riding through choice, such as it not being within their comfort zone, or due to family or other imperatives. A significant proportion of used helmets might also come from people who find that they don't fit as well as they seemed to in the shop, or are uncomfortable or noisy, but the helmets aren't able to be returned

due to shop policy. Such helmets, therefore, are likely to be in quite good condition.

This brings us to the question of determining a second-hand helmet's soundness. Contrary to finding this out by destroying it, I think a close scrutiny of the shell and lining, together with peeling back the lining and padding where possible and feeling the impact-absorbent material for damage or deterioration, can provide a pretty good indication of the state of the helmet, and whether it's been in a crash, damaged by other means or even just dropped.

It could be argued that the second-hand helmet market is being supported by some manufacturers who, from time-to-time, to increase sales, offer substantial discounts on new helmets when the purchaser brings in an old helmet. On the other hand, this encourages riders to upgrade their helmet whatever its state, and could therefore be a practice worthy of endorsement.

Thirdly, there's no law requiring riders to replace their helmet after any particular period (notwithstanding compliance with standards), and even if there were, only the rider would be likely to know how well the helmet had been treated since its initial purchase, and if that helmet's integrity had been compromised within that period. Most long-term motorcyclists keep tabs on the condition of their helmet anyway, because a comfortable and fit-for-purpose helmet is an integral part of their lifestyle.

I think the second-hand helmet market tends to be self-regulating, for the ones of dubious quality will be hard to sell or used as flowerpots while there will probably be a sound reason why the good ones are on the market.

I would be loath to argue for the abolition of a market unless there was substantive statistical support for such a position. Educating riders in how to monitor their own helmet's soundness via the MRA website (and, of course, *Centrestand*) would also provide a resource for budding riders with limited finances to check out second-hand helmets without, I think, exposing our organisation to any potential legal liability. Our information could replicate that which the helmet manufacturers and other reliable entities provide, along with recommendations from our own experience.

Peter Mount

(More on this next issue. Ed)

Australian Motorcycle Council Conference Report September 2018

The annual AMC Conference in Geelong was a perfect opportunity to take the V-Strom for a longer ride. We set off after work, heading for our overnight stop at the Bordertown Hotel. The following morning it was a pleasant ride through the Grampians and on to Geelong to meet the other delegates for the conference. South Australia was very well represented by Graeme Rawlins, Frank DeFrancesco, Richard Furler, Cathy and myself. Thanks for taking the time to attend.

The Friday evening informal gathering, as usual, was a great networking opportunity, with many ideas on dealing with issues, state-based legislative variations and upcoming important changes being discussed. I believe most of the important work of the conference has its foundation in the informal gatherings.

Official conference business commenced on Saturday morning with a welcome from Chairman Shaun Lennard. Cathy Lux was again appointed Minutes Secretary.

Sub-committee reports were presented by delegates. Particular thanks must go to the very hard work of Brian Wood representing motorcyclists on the Protective Clothing Committee (MotoCAP), the Road Safety Barriers Committee and the Road Furniture Committee. His expertise in these areas has been invaluable and continues to ensure that motorcyclists are considered in the decision-making process. Similarly, the work of Guy Stanford on the Helmets Committee has finally resulted in positive outcomes. Unfortunately, whilst the states have moved a lot closer in legislation, a large body of work needs to be done before we can have one set of road rules across the country.

Brian Wood will head a new sub-committee dealing with the introduction of autonomous vehicles.

Dr Chris Hurren spoke of the work his unit has been doing to underpin the star rating system of MotoCAP. We were then taken on a tour of the test lab facilities. This was the true highlight of the conference and an eye-opener to the detail and extent of testing performed on each garment.

Only now have I realised the quantum leap motorcyclists are about to experience when purchasing protective clothing. We will now have the motorcycle equivalent of the ANCAP system available to us and no longer will sales people be able to bluff their way through a sale.

David Milling from the Australian Road Research Board gave a presentation on designing safer roads and again it was the small simple things which to me had the most significant outcomes. Things like removing vegetation and correctly placing signs and road markings are a simple cost-effective means of making roads safer.

Lastly, the MRASA received a letter from Shaun Lennard outlining the expenditure of our considerable donations. The detail outlines a history of local and international conferences attended by delegates of the AMC to promote road safety. South Australia stands alone in funding this work, work which has had a significant impact on improving the safety of motorcyclists. Past and current MRASA and Toy Run committees can feel very proud of what their work has achieved on both a national and state basis.

The following delegates were elected to the AMC executive:

Shaun Lennard, Chairman,
Dave Wright, Vice- Chairman,
Brian Wood, Treasurer,
Ebi Lux, Secretary,
Peter Baulch, Executive Committee.
Graeme Rawlins was reappointed Public Officer.

The 2019 annual AMC Conference is to be held in Adelaide, preferably in August.

Cathy & Ebi Lux

(from Page 11)

MRASA has been an active supporter of the Royal Flying Doctor Service, donating a total of \$3500 over the past 3 years. Money was partially raised by sale of badges at our commemorative Ridden-On Ride.

Like most organisations, the MRASA is finding it difficult to attract volunteers to act on the committee. We have a broad base of support but the final commitment to take responsibility is lacking. Hopefully, our refocus on our activity as mentioned earlier will help to overcome this problem.

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 Marion 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%	8234 1090	10 Deacon Ave Richmond
Ken Oath Leather Goods	repairs, all Aussie leather	0417 713 523	3 Cranbourne St Elizabeth Park
Kessner Suzuki	10% parts and accessories	8261 9955	320 North East Rd Klemzig
Motorcycle Parts & Gear	Discount on request	8562 4725	33 Railway Tce Nuriootpa
Motorcycle Revolutions	Discount on request	8371 4448	855 South Rd Clarence Gdns
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.

SOUNDLESS EVs PUT RIDERS AT RISK

Electric vehicles (EVs) which operate without making any sound pose a threat to the safety of vulnerable road users (VRUs), says UK company SteerSafe. The firm adds that the European Union's plan to make original equipment manufacturers add low-speed alerting sounders to all EVs in 2019 is too late as current models and buses are already in service.

SteerSafe refers to a 2015 Guide Dogs for the Blind report which claimed that VRUs are 40% more likely to be run over by a quiet vehicle than one with a combustion engine.

The company says quiet vehicle sounders, such as those made by sister company Brigade Electronics, can be

employed to ensure the safety of VRUs. Brigade Electronics uses patented bbs-tek technology to provide multi-frequency sound that is only heard in the hazard zone, thus alerting VRUs to potential danger.

Currently, bbs-tek alarms are commonly found in vehicle reversing applications and use a wide range of white sound® (white noise) frequencies. This enables the listener to instantly locate where and what direction the sound is coming from. The broadband sound also gives people wearing hearing protection devices and people with hearing difficulties a better chance of hearing the alarm.

The alarms create a “ssh-ssh” sound which is gentle on the ear and dissipates quickly, meaning the alarm can only be heard in the danger zone.

Courtesy ITS International

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

- - -

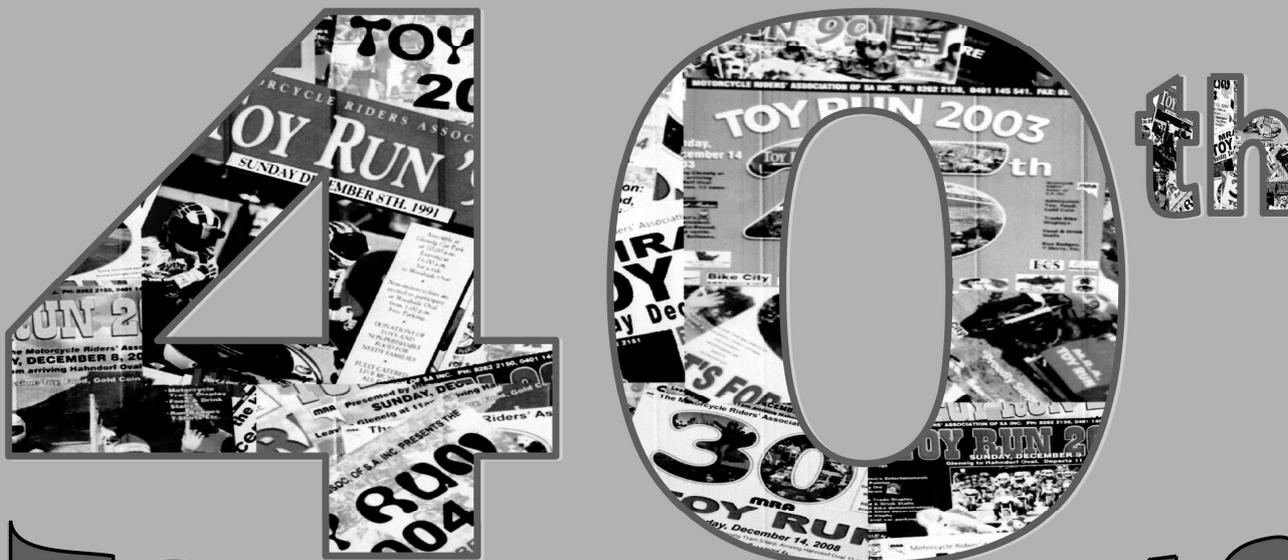
Amount \$ _____ - 00 Expiry date ____ / ____

Name as printed on card _____

Signature _____



Motorcycle Riders' Association of South Australia Inc.



TOY RUN 2018

IT'S FOR THE KIDS

Leaving Victoria Park at 11am

Arriving at Callington Oval approx. 12noon

Admission \$5

pre pay available at Victoria Park

MRA Members and children under 16 FREE

Sunday
December
9th
2018

Meet the family at Callington oval for free children's entertainment and Santa, Food and drink stalls, Show and Shine, Toy Run badges, MRA stock and Toy Run t-shirts

Live Band:
The Stray Dogs

Proudly Supported by:



Toy Run Coordinator Harald: 0421 289 714

Toy Run Contact Cathy: 0408 853 380

Show and Shine contact Frank: 0412 937 606



www.mrasa.asn.au

