

CENTRESTAND

June 2019



THIS ISSUE

HIT AND RUN

WOMEN RIDERS' WORLD RELAY

MOTOCAP UPDATE

TRAVELLERS' TIPS

DPTI LATEST

STORING YOUR BIKE

MOTORCYCLE THEFT

Let those who ride decide



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

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EDITORIAL

The March edition of *Centrestand* was a no-show. Please accept our apologies for that. We know that our members look forward to their quarterly fix of MRA and general motorcycle news with interest. As an exclusively volunteer organisation, even with the best of intentions, sometimes personal matters have to come first and be dealt with and fun stuff goes on the back-burner.

In fun stuff I include going for rides with mates. Anyone who has had to forgo the pleasure of the road for any extended length of time knows what I mean. It could be because of illness or overseas travelling; had to sell the bike to pay for the wedding (child care, her Suzuki Swift) type of thing; or the bike broke and it took three months for the locknut for the go-things to arrive. For a rider not being able to ride is akin to Ratty not being able to be "messaging around in boats." Just unthinkable! So we try not to think about it, we just persevere, complain and wait till it's time again.

That first ride is full of mixed emotions – anticipation, joy, anxiety, attentiveness and a small shot of fear. You pick your way carefully, getting the feel of the bike, the road and the traffic, making sure that you don't do anything stupid like forgetting to signal or forgetting to put the sidestand down when you stop for a coffee. It's OK, you're still cool. Life's Good.

So this is a larger issue than usual. We have the latest on the MRG, MOTOCAP, DPTI and other acronyms. Read the articles to find out what they mean. Ebi has written an article about great places to stay when you are travelling in NSW and Northern Victoria and I put together some advice on how to put your bike in storage for extended periods – very timely.

How do they do it in Greece? Rider training that is. We have an article on that. It shows that we can all learn from each other. There are good ideas, some of them quite innovative, all around the world, from which we can take advice. Let's not think that we have the monopoly on good ideas or that we have to do it 'our way' and reinvent the wheel. This is something I often see happening in the area of road safety in the different states in Oz. One state comes up with a good road safety idea. Others won't pick it up because they didn't think of it. They have to design their own version and it has to be different.

So we end up with different road rules and regulations a la helmets, lane filtering etc. and riders and drivers get copped when they are interstate and harmonisation is no longer working because of parochialism. I could go on ...

Ride safe & stay upright
 Harald

PRESIDENT'S REPORT

I would like to thank all who were involved in the 2018 MRASA Toy Run. It was another successful event with donations to St Vincent de Paul gratefully received. I would like to thank the organisers and volunteers who give their own time to make it a success: your efforts are much appreciated.

The MRA has been proactive with Government and ministers in the last six months, informing them of the safety initiatives we want addressed. We have been interviewed on radio and television and reported in newspaper articles advocating the safety message. The spike in fatalities in the beginning of 2019 was reported in the media, and community pressure has been put on the Minister to react. This will most likely materialise in the form of a revised Graduated Licensing Scheme (GLS) for South Australia, initiated due to the increase in fatalities during 2017. This will address only one section of the riding community as the figures for 2019 show mature-aged riders are predominant in the statistics. The MRA is promoting other strategies with the Government and their agencies to help address all age groups.

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 is steadily publishing more products to the website: as at June 2019 there are 43 jackets, 29 pants and 26 gloves for you to review and compare. Please visit the motocap.com.au website for more information.

The RAA ran a campaign on motorcycle lane filtering, published March 14. The campaign presented considerations for both motorcyclists and other motorists. The March edition of Theft Watch published statistics showing 2018 had a 7% increase in motorcycle thefts for South Australia in comparison with 2017. Of the 555 thefts in 2018, 277 were classified as profit-motivated. Two of the highest rating locations were 38 from the CBD and 25 from Mawson Lakes. Take care, and secure your bike while out and when at home.

The MRA gave a presentation to the Australasian College of Road Safety in June. The audience, in

the vicinity of 150, viewed three presentations on motorcycling safety in South Australia. The MRA presentation discussed riders' attitudes and how riders perceive hazards, and looked at some road rules and safety mechanisms that endanger motorcyclists. Improvements in motorcycles and rider gear were compared with the level of improvements of rider training and current infrastructure over the same period. Matthew Baldock (Centre for Automotive Safety Research) and Amit Dua (Dept. of Planning, Transport & Infrastructure) also presented at the seminar.

In April the Australian Government announced the establishment of the Office of Road Safety (the Office) to provide greater leadership and coordination of road safety efforts at a national level. The Office commenced on 1 July 2019 and will initially be focused on establishing the functions needed to perform a lead agency role while delivering priority government commitments to new and continuing road safety programs. The MRA looks forward to ensuring the rights of South Australian riders are represented with the national office.

Ride Safe,

Graeme Rawlins




MRASA President



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MRASA INC. ANNUAL GENERAL MEETING 2019 RESULTS

The Annual General Meeting of the MRASA Inc. was held at 7pm Monday 18th of February 2019.

The following people on the 2019–2020 Committee were elected:

Executive Committee

President	Graeme Rawlins
Vice-President	Ebi Lux
Secretary	Cathy Lux
Treasurer	Harald Lindemann

Membership Secretary	Graeme Rawlins
Magazine Editor	Harald Lindemann
Register Liaison Officer	Cathy Lux
Minutes Secretary	Cathy Lux
Stock Control Officer	Amanda Lock
Webmaster	Graeme Rawlins
Road Safety Officer	Ebi Lux

General Committee Representatives :

John Maidorn, Wayne Cook, Warren Hicks

Sub-Committee representatives to the MRA Committee

Toy Run Committee	Harald Lindemann
Scooter Club	Frank De Francesco
SAMRATS	Ken King
4Bs	Greg Janzow

HIT AND RUN by Harald Lindemann

In March this year in Melbourne a number of riders were knocked from their bikes and injured. Instead of stopping and assisting the downed riders the drivers sped away, avoiding any confrontation, investigation and/or prosecution. Some of these crashes were caught on CCTV but police were not able to make any positive identification of the driver.

This may seem like cases of people thinking that if they don't get caught then they are not guilty but it's symptomatic of more than that.

It is at the same time surprising and not surprising that a driver would just drive off, leaving the rider to cope with the situation alone until some Samaritan offered assistance. Not surprising because there is a tendency these days for people

to avoid responsibility for their actions with denial in the first instance and in the next to let the courts decide how guilty they are.

It is also surprising and a cause for concern because this attitude leads to a complete lack of concern for the welfare of others. In the case of a crash involving a motorcyclist, a lack of care for possible injuries, not caring enough to help, to call for an ambulance or to assist to make sure that the situation is not exacerbated by following traffic.

This also raises the prospect of driver attitude to motorcyclists. We have for a long time been abused as 'temporary Australians' and criticised for our choice of transport by being accused of having a 'death wish', of being 'thrill seekers'. Who hasn't heard the comment that "Motorcycles are dangerous" from someone suggesting that what we do is irresponsible in the extreme.

This attitude from drivers suggests that they are inclined to accept that a crash and subsequent injuries are our own fault and therefore deserved and nothing to do with the driver involved. This makes it so much easier for them to deny responsibility and walk away from something which they may have had a hand in causing.

It has got to the point in the UK where the Motorcycle Action Group (MAG), the motorcycling representative group in that country, has posted a reward of £1,000 (AUD\$1,800) to catch a potential road killer. Another £1,000 from a private source has also been posted.

The incident occurred on January 6 of this year. The driver did not stop at the scene and left a seriously injured motorcyclist on the road.

MAG representative Richard Manton describes this latest incident as a 'line in the sand'. He says, "The guilty driver showed no respect for the rider's life or property and also decided to evade the law instead of fulfilling a basic moral and legal responsibility as a road user."

Rewards may be a suitable response to find the guilty party, but the general attitude of refusing to take responsibility and seeing motorcyclists as second-class road users also needs to be addressed. Perhaps it's time for an education program reminding road users of their responsibilities towards each other.

VALE MURRAY MURRAY

The MRA has lost a good friend. On March 24 this year Murray Murray died in Kapunda of health-related issues.

Since 1984 Murray and his wife Shirley have allowed the MRA to use their farm near Marrabel for our Great Escape Rally (although we didn't call it that until 1994). All Murray and Shirley wanted in return was that we leave the paddock site as we found it, but we would always throw in a few bottles of their favourite brew, despite their protestations of it being unnecessary.

When Murray was fitter he and Shirley would invariably come over to the rally site on Saturday night and Sunday morning for a good chat and catch-up, but as Murray's health deteriorated over the last ten years or so this became less frequent, and a few of us would instead visit him and Shirley at the homestead about four kilometres away after winding up the rally.

Although Murray wasn't a motorcyclist, he was always very interested in motorcycles and what was going on in the motorcycling world. As a consequence, conversations about motorcycling could go on for quite some time, covering considerable territory along with a raft of ideas and experiences.

Murray and Shirley were always very supportive of the MRA and would ensure that the cattle had been moved to another paddock and that there was an abundance of firewood (though this didn't mean that the cowpats weren't also in abundance).

The MRA wasn't the only motorcycling body that Murray and Shirley supported: the 24-Hour Trial, for example, went through their property, and they

were always happy to welcome other groups or individuals on occasion if a night or a weekend away was needed.

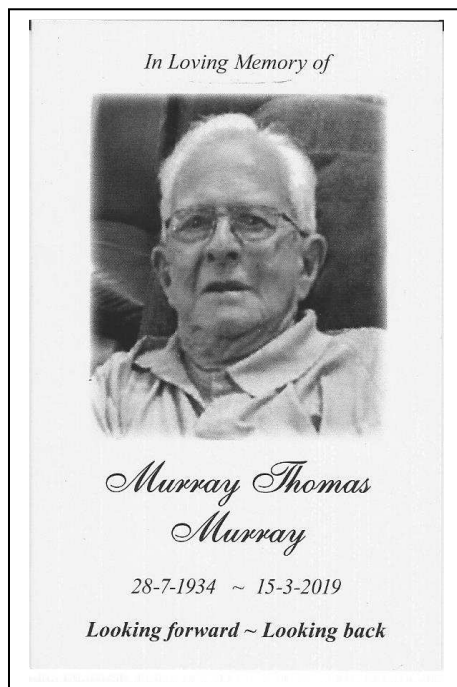
Over time Murray and Shirley became not just landowners who provided us with their property for a weekend, but good friends with whom we kept in touch throughout the year.

Shirley is continuing the tradition, and has already hosted this year's Great Escape without her Murray. We have always been, and will continue to be, most appreciative of Murray and Shirley's enduring generosity.

Thank you Murray, for 35 years of support, dry country humour and camaraderie.

And thank you, Shirley, for your continuing friendship, support and stoic cheerfulness.

Peter Mount



WOMBAT RALLY

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9th - 11th AUGUST 2019

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NORTH EDUCATION
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BACK TO BASICS
BYO drinks and food

The organizers aim to take every precaution to ensure an enjoyable and memorable weekend, but take no responsibility for any loss, damage or injury to person or belongings however caused going to, from, or at the Wombat Rally.

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PO box 892, Port Pirie, 5540

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WOMEN RIDERS WORLD RELAY

The Women Riders World Relay (WRWR) was founded by Hayley Bell, a 27-year-old rider from the UK.

“I wanted to ignite a global sisterhood of inspirational women to promote courage, adventure, unity and passion for biking from all corners of the world and do something that’s never been done before to this scale. My aim is to WOW the industry into realising the global market for women in motorsport and to inspire women worldwide,” said Hayley.

The WRWR message has gone viral and was taken up rapidly around world by women keen to support and be part of such an amazing adventure. The global relay involves a baton physically carried by women riders (known as Guardians) and exchanged across the 80-or-so participating countries within a 12-month timeframe. The relay commenced in Scotland in February 2019. The baton has a tracker which members can follow on the official WRWR website.

Currently WRWR has 15,932 members, of which there is a large following from Australia.

The baton arrives in Australia in August 2019 for 13 days and is travelling west-to-east. The first official baton exchange happens in Port Augusta on the evening of Tuesday 27th August between the women riding from WA across the border to SA. Some women are actually riding the whole world relay. An impressive effort.

A second baton exchange will occur at the **Torrens Parade Ground in Adelaide at midday Wednesday 28th August**. The Adelaide Team is hosting an event and welcomes everyone to come from 10:30am onwards to the Parade Ground to meet them, and welcome with a big cheer the dedicated women riders as they arrive. The exchange will happen in front of the Women’s Pioneer Memorial Gardens. The baton will only be stopping for an hour due to the schedule so don’t miss the moment!

Women must register as Guardians to ride in the global relay. To find out more about the Australian route, and to register, go to the official www.womenridersworldrelay.com website.

Guardians can also have one male Companion join them under a separate registration.

Mary Knights is the SA State Representative and can be contacted via wrwradelaide@gmail.com.

Women Riders World Relay (WRWR)
#WRWR2019

RIDE WITH US AND BECOME
“THE GLOBAL EYE-OPENERS OF WOMEN
IN MOTORSPORT”

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TWITTER: @WRWR2019

MOTOCAP – The Testing Continues

The Motorcycle Protective Clothing testing process continues at Deakin University. Followers of the reports will have noticed the test results for textile jackets as well as an extensive range of gloves have now become available.

As expected the textile jackets did not score very well on safety due to the nature of the fabric, looser fit and poorer stitching quality. However, what is surprising is the poor comfort rating achieved by some jackets as well.

Riders traditionally favour one brand over another and will purchase that brand regularly. However, we now have a reasonably comprehensive list of results available to us so no rider should make a choice based solely on tradition.

Under no circumstances should a rider ever make a decision on price, expecting the more expensive item to perform better. Test results almost show the reverse, with a \$600 pair of gloves achieving a 1/2 star rating while a \$90 pair rated at 3 stars.

The MRASA strongly recommends that buyers check the website before buying and make an informed decision. Remember that whilst gear is tested for safety and comfort you also need to consider where you will be using this item and your budget. In this way you can make a choice to get the best possible gear suited to your riding requirements. Make a thorough risk analysis and decide what the minimum acceptable standard is that will suit your needs. With this minimum standard in mind see what is available in your price range. At this point we need to note the website prices quoted are the prices paid by Dr Hurren and his staff to purchase the gear. There will definitely be variations to that price.

The most important advice we can give, is never to allow the salesperson to make performance promises without verifying the details. Motorcyclists, you have now been provided with information which allows you to make a very wise and informed choice in selecting your protective gear. You must be responsible for your safety so make an informed choice and buy the best gear you can afford.

Ebi Lux

<https://www.motocap.com.au/>

THE FATAL FIVE - No. 4 Fatigue

Fatigue tends to combine with other factors to cause major accidents. It is believed to play a role in a third of fatal car accidents, and a much higher proportion of fatal accidents involving a single vehicle, i.e., motorcycles; and while research indicates that driving or riding while fatigued is as dangerous as driving under the influence of alcohol, it is much harder to detect, police and prevent than drunk driving.

Another major issue with driving while fatigued is that most people are simply unaware of just how badly their driving and cognitive abilities can be impaired when they are tired.

The impact of fatigue on driving includes: impaired reaction times; impaired decision-making ability; periods of ‘micro-sleep’ which last a few seconds without the driver being aware of the lapse in focus.

This is an area of concern which needs to be self-policing. It is up to the individual to be attentive to their own physical condition and avoid travelling for ‘just another few kays’ or ‘just to the next rest stop’. Even if you’re aware that you shouldn’t drive when you are tired, it can be hard to know when this becomes a threat to your safety. Technology to detect drowsiness in drivers is available, but is not a standard feature in new cars, therefore the best way to avoid becoming a casualty of driving while fatigued is to avoid it the old-fashioned way:

- stop for 10-15 minutes every two hours if on a long trip
- drink caffeinated beverages to address low to moderate fatigue
- if you’re feeling sleepy and think you need to take a nap, stop your vehicle and take one. A 20-minute nap can significantly relieve fatigue and improve alertness.

When travelling by motorcycle it may not always be convenient to pull over and have a nap, so plan your trip so that you can make an opportunity to rest up properly. A motel room is more convenient than a late night phone call to your loved ones.

<https://ubicar.com.au/driving-road-statistics/the-fatal-five-most-common-causes-of-fatal-vehicle-accidents-in-australia>

TRAVELLERS' TIPS

Where to stay and eat is whilst travelling is a constant point of discussion and concern. There are very many good places available, some expensive, some much cheaper. We all plan to a budget and are keen to get value-for-money for our accommodation and food. Lately we have been using hotel (pub) accommodation and bar meals. If you are looking for five-star accommodation and silver service food then this article is not for you. However, if you are looking for a comfortable clean bed, don't mind a shared bathroom and want a decent meal at a good price, keep reading. Above all, remember that these are my recommendations and should be used as a suggestion for your consideration only.

Why stay in Hotels?

The obvious answer to this is cost. We have found that, on average, a double hotel room costs about \$50 per night. This usually includes unlimited access to tea, coffee, toast and cereals on a self-prepare basis. We like to spend time talking to locals and the best place to do this is in the bar. At the end of the night you simply head up to your room, which is all very convenient and risk-free if you have had a glass or two. Pub meals generally cost less than a restaurant meal, and the choice is quite reasonable. Drinks are certainly cheaper in a pub than a restaurant.

The following places were visited or used in late June/early July 2019 :

Boort Railway Hotel

Boort is a service-centre town on the edge of the Victorian goldfields situated about halfway between Bendigo and Kerang.

Room costs were \$50 with TV, air-conditioning, electric blankets. Bathrooms were very conveniently located and self serve breakfast was included. The room was comfortable, clean and quiet with direct access to the balcony, a bonus for warmer evenings if you want to watch the world go by before settling down for the night. Our meal was very well prepared and enjoyable costing less than \$20 for a main course.

We settled into the bar and struck up a conversation with the locals and barman/owner. Owner said that many bike riders use the hotel and all are welcome. Judging by the number of meals sold that evening our assessment was well-supported by the locals who came in to eat.

Recommendation: Well worth the visit for either a meal or accommodation.

Ettamogah Pub

Table Top NSW. Approx 20km north of Albury on the Hume Highway.

This is the iconic pub immortalised by Ken Maynard with his cartoons published in "Australasian Post". Not one post, railing or wall is square in this building.

The pub's owners had plans for major redevelopment including on site accommodation but as yet none has occurred and the neglect is obvious.

Our visit this time did not coincide with a mealtime so we decided to have a look and a quiet drink before heading on. We were very disappointed to find that on a Friday afternoon the pub did not have any red wine available. A small selection of white wines and the standard on-tap beers were to be had. On a previous visit we did enjoy a nice meal and glass of red so we hope the missing wine was not a sign of further decline

Recommendation: Well worth a visit just to see the crazy pub but don't expect too much in the line of food and drink

Riverina Hotel Holbrook NSW

The Riverina Hotel is now one of our regular stopping places on the way to Canberra. Rooms are very comfortable at \$50 and the meals are second to none. If you like food then try the mega mixed grill for \$30 but be warned – you will need two people to finish it or a strong doggie bag.

The Riverina is now the last Pub in Holbrook so the local sporting clubs and contractors all congregate there on weekends.

The front balcony on this place is enjoyable and a good place to retire to if the front bar is too crowded.

Recommendation: Definitely keep it on your list as a possible place to stay.

Australia Hotel Corowa NSW.

Situated on the Murray River approx 60km west of Albury, Corowa boasts the newly-opened Whiskey and Chocolate Factory located in the old flour mill. The café in the building itself is worth the visit and a tour through the distillery is fascinating. Its main problem is the opening hours: - 9.00am to 4.00PM – which makes it difficult for the traveller to get to and enjoy a whiskey tasting.

The Australia Hotel diningroom is very good. Again, the food was of a high standard at a very reasonable price and the bar did have a good range of local wines. This time we did not stay there, but room prices were \$35 for a single and \$50 for a double. Given the many things we have missed so far, we will definitely be back and try the accommodation as well.

RSL Club Swan Hill. Vic (Meal Only)

Located opposite the Train Station Swan Hill

If you are looking for a meal at Swan Hill you can't go wrong at the RSL Club. We had three main courses for less than \$60 and my steak-and-kidney pie was delicious. The staff were very attentive, meals arrived promptly and were very well prepared.

The club itself is not ostentatious and if you enjoy a quieter environment this is the place for you.

The Barham Hotel, Barham NSW

Was a reasonable place to eat but the room was sub-standard and showed signs of neglect. Recommend you try elsewhere.

On previous trips we have stayed at the Victoria Hotel in Ouyen, Shamrock Hotel Balranald and enjoyed the meals and accommodation. Recommend a visit.

Canberra Meals

If you are looking for a meal in Canberra I suggest you leave the ACT and go across the border to Queanbeyan.

Canberra food prices are grossly inflated and leave a lot to be desired. The pub and club meals in Queanbeyan however, are very good value for money, served with a smile and are enjoyable to eat.

This article was written based on Cathy's and my experiences and reflect my opinion only. Your expectations may be completely different and need to be taken into account when deciding where to stay and eat. However I am happy to recommend places where appropriate. If you travel and would like to recommend places please submit your thoughts for inclusion and publication.

Ebi Lux

Sunday 28 July The **Cruiser Club** is having its Hills Run. Meet at 9am at Café de Vili's on Main North Road, Blair Athol. Funds being raised for the charity Walk With Wings

M/C NOISE ISSUES

In late 2018 in response to general complaints across Europe about motorcycle noise and the responses by some jurisdictions in banning motorcycles from some roads, FEMA, the Federation of European Motorcyclists' Associations, sponsored a survey about the issue.

In several European countries (like Germany and the Netherlands) more and more roads are closed for motorcycles, partly due to complaints about excessive motorcycle noise. With a short survey FEMA wanted to find out how motorcyclists think about this subject, so that our member organisations are aware of the sentiments of their individual members and/or online followers.

The survey found that a large majority of European motorcyclists (74%) do not believe that it makes sense that roads are closed for motorcyclists when motorcycle noise leads to complaints. *Simply banning motorcycles from the road is not the answer to perceived nuisance by passing motorcycles.*

Motorcycle sound, the perceived nuisance by passing motorcycles and road closures as a result of complaints about motorcycles, are mainly a national matter. The geographical and cultural differences between countries are so great that a collective European approach is not easy to extract from the results of the survey. National motorcyclists' associations can work together with national, regional and local authorities to address the issues of road closures and enforcement of sound limits.

Wim Taal, FEMA's communications officer, said, "On a European level, the results of the survey strengthen us in our opinion that there is no justification for stricter legal sound limits for new motorcycles. *A large majority of European riders use legal exhaust systems* and more stringent rules and regulations do not solve anything. It is FEMA's belief that there is a lot to gain by constructive cooperation between the authorities and riders' groups. Raising awareness among motorcyclists might be a much better way forward than simply banning bikes or considering new laws."

Courtesy Wim Taal FEMA

THE LATEST FROM DPTI

The Department of Planning, Transport and Infrastructure (DPTI) is currently undertaking a couple of initiatives that they hope will improve safety in the Adelaide Hills and elsewhere.

Traffic Survey Devices

If you are riding on some of the more secondary roads in the Hills you may have come across these survey instruments (pictured) on the side of roads leading up to intersections, particularly T-



junctions. They are part of a DPTI survey to gauge driver behavior, particularly on approach to the intersections. Understanding how vehicles approach the intersections, especially those that have a history of crashes and near-misses, helps to determine what kind of signage and road design changes (due to traffic density and flow) might be necessary to make the junction safer for motorists.

The Meerkat system devices, which are designed and manufactured by Adelaide Daintree Systems, are not infringement devices. They record vehicle size, speed and cornering manoeuvring and use sensors (not cameras) to log information.

Feedback from riders regarding these new “speed” devices has so far been negative and the MRA has heard that some devices have been vandalised in

the belief that these items are speed cameras of another kind. If they are on a side-road and look a little different to the usual hidden speed cameras



then please leave them alone. They are doing an important job.

Audio-tactile line markings

These are well-known to most motorists as little lumps of material on the left line-markings on some highways that, when run over by vehicle tyres, make a rumbling sound, alerting drivers/riders that they are getting close to the edge of the road and running out of lane.

Since February this year work had been implemented on adding these items on the centreline of some roads to warn drivers/riders when they are getting a bit too close to the opposing lane, i.e., “... to alert fatigued drivers to their position on the road...” and also “... to encourage lane discipline in inclement weather conditions.” On Gorge Road in particular they have been fitted to the sections between Lower North East Road, Campbelltown, and Tippet Road, Chain of Ponds.

I know that some riders don’t like them in the centre lane as they can give you a bit of a fright if you’re not paying attention, but hey, that’s their job.

HOW TO STORE YOUR BIKE FOR WINTER by Harald Lindemann

There are a few reasons why you might not be able to ride your bike for a while, for two, three or four months or even longer. You might be a fair-weather rider opting out of riding during the winter months for safety reason or maybe it's just TOO COLD. You might have a long-term illness, or work and family commitments take you out of riding for a while. Whatever the reason, think of your bike: What is it going to do while you're not riding? Will it just be parked in its usual spot until you are ready again or will you actually mothball it for that quiet period?

Mothballing sounds like a good idea, mainly because it keeps your bike in good nick, inside and out, it will be cheaper in the long run (I'll explain why a bit later on) and it will be more likely to start when you are ready to ride again. Here are a few steps to take to make sure that you do it properly and get the greatest benefit.

STEP 1. Change the oil. Run the bike for about 5 minutes to warm up the oil so most of it will drain easily. Replace the oil filter and fill with new oil. Run the bike for a few minutes to spread the oil around the engine. Old oil is deteriorated oil and contains chemicals from the combustion process which may cause internal corrosion while the bike just sits there; i.e., this avoids expensive servicing down the track.

STEP 2. Wash your bike. This gets rid of any grit and road grime that can tarnish your paintwork and other bits over time.

It might be a good idea to treat any rubber or plastic parts with a generous amount of a preservative like ArmourAll to stop it drying out and splitting while in storage.

STEP 3. Fill the petrol tank. A half-full or empty petrol tank can encourage rust development and deterioration of the treated inside of the tank. Some experts recommend the addition of a petrol stabiliser (approx 30ml for every 10 litres of fuel). Run the bike to allow the stabiliser to treat the entire fuel system. Top the tank up. Alternatively, empty the tank and let it dry out well.

If you have an older bike with carburettors then it might be a good idea to empty and clean them too.

This avoids fuel drying up and turning to gunk which will be ready to block the jets or injectors when you start up again.

STEP 4. Work out where you are going to store your bike. This will preferably be undercover in a dry warm place, preferably a corner of your garage. If not there then somewhere out of the weather.

STEP 5. Cover the mufflers. Use plugs or cover the exhausts with plastic bags to stop bugs and moisture getting into them. Use large rubberbands or string to hold the bags in place.

STEP 6. Remove the battery. Your bike battery will be expensive to replace so you don't want to have to buy another when you are ready to ride again. Keep it on a trickle charge over the inactive period. A good trickle charger will switch off when the battery is fully charged so you won't overcharge it. If you like, instead, you can put it on charge every couple of weeks to give it a boost charge.

STEP 7. Cover the bike. This is mandatory if your bike is stored outside or under a verandah. This keeps the weather off including dust and windswept dirt and leaves. In the shed it keeps the bike dust-free and all ready to go when you are ready without any lengthy cleaning. In either case you might have to get rid of a few spiderwebs.

It might also be a good idea every month or so to connect the battery and start the bike up and run the engine for five to ten minutes. This ensures that the battery is still in good nick and oils up the engine innards. Don't forget the carbies before you cover up again.

Put it on the centrestand so you don't encourage a weak spot developing in the tyres and check the inflation periodically.

There you have it. For a couple of hours' work at most your bike will be ready to rest up until you are ready to hit the road again. The positive sides are that your bike will probably start up straight away when you kick it or hit the starter button because the battery has been looked after; it will be clean so you won't have to do much to make it presentable, no oil change needed – already done – and the engine has been protected from harm.

GREEK MOTORCYCLE TRAINING

The Greek motorcyclists' organisation MOT.O.E offers valuable advanced rider training, but they also visit high schools, talking to youngsters who could be interested in riding a moped and a motorcycle later. Thomas Kakadiaris explains:

The Hellenic Motorcycle Institute (He.M.I.)

Motothesis is the training organisation of MOT.O.E,

the Motorcycle Federation of Greece (and member of FEMA). The Institute arranges voluntary advanced training for motorcyclists who want to go beyond their compulsory basic training and the official state riding licence. He.M.I. is the only training organisation in Greece which has certified its trainers. In addition, He.M.I. organises around twenty courses each year all over Greece.

Unfortunately, the majority of motorcyclists think that advanced riding has to do with racing techniques, braking and manoeuvring in a 'racing' way, curve techniques similar to racetrack, etcetera. This perception has been encouraged by riding schools which claim that they teach advanced riding but they just offer all of the above. Let's define advanced motorcycling and be certain that, when we are discussing 'advanced riding/motorcycling', we all have the same idea in our mind:

"Advanced motorcycling is the ability to control the position and speed of the machine safely, systematically and

smoothly, using road and traffic conditions to progress unobtrusively with skill and responsibility. This skill requires a positive but courteous attitude and a high standard of riding competence based on concentration, effective all-round observation, anticipation and planning. This must be coordinated with good handling skills. The machine should be in the right place on the road, at the right time, travelling at the right speed with the correct gear engaged, and will be able to stop safely on its own side of the road in the distance that can be seen to be clear."

MOT.O.E. since 1996 – He.M.I. since 2008 – has trained its own instructors, developed curriculums

and an entire concept including training sessions and certification processes. Most of this has been paid for by membership and participants' fees, but, for the most part, financing is coming from MOT.O.E. All instructors have been trained on the same basis and, apart from their contribution to advanced training, they also visit public and private high schools under the authorisation of the

Greek Ministry of Education. There they discuss with youngsters what motorcycling is

about. This way the members of the Institute present the attitude in which experienced riders approach motorcycling to youngsters who could be interested in riding a moped and a bike later. The idea has not only to do with road accidents but mostly with the development of proper attitudes before entering our world, the riding world.

Alexandros Chalouhas, President of the He.M.I., stated: "Due to our volunteers we have offered the proper training at an extremely low cost to motorcyclists who want to improve their motorcycling safety and joy. We also visit more than seventy high schools each year, talking about what motorcycling is about. Safety is necessary to feel free on the road and enjoy. We do not believe in restraining measures or unfair legislation. We offer knowledge and skilfulness but most of all a

safety protocol to handle the real, everyday roads. We also offer certification of the advanced level by demanding exams on the road. In the years to come, He.M.I. will share its knowhow with other organisations which share

the same vision of freedom."

Written by Thomas Kakadiaris Courtesy FEMA 21/1/2019

Editor's Comment: The MRASA is also keen to get the State Government to get involved in the teaching of road safety as a school curriculum subject that will promote positive, responsible attitudes to driving and riding. We really have to get the kids thinking about their attitude, risk factors, the importance of training and, if they're going to be motorcyclists, about the right gear, before they get out on the roads.

'Advanced motorcycle training is not about racing skills'

'Advanced motorcycling is the ability to control the position and speed of the machine safely, systematically and smoothly, using road and traffic conditions to progress unobtrusively with skill and responsibility.'

MRA NEWS

🏍️ Flaggies

The MRA regularly volunteers to help out the other MRA (Motocross Riders' Association) on their club competition days by providing some flag marshals. The next dates are Saturday 31 August, Saturday 1 September and Sunday 27 October. If you fancy seeing some up-and-coming riders fly then contact Harald on 0421 289 714.

🏍️ Motochat

If you haven't tuned in to Motochat by now then you should try it. **Every Wednesday night at 7pm on Coast FM.** It's a panel show about motorcycling, for motorcyclists, by motorcyclists. We'll talk about anything motorcycling – events, issues, bike shows, road safety, legislation, lifestyle, rallies, competitions and more. This year guests have included Kim Krebbs, Dave Johnson, Adrian Harry, Jeremy Burgess, Chris Hurren, Sally-Anne Fowles, Mary-Lou Nees, Geoff Ellis, Lee Odenwalder, Guy Stanford, Steve Matthews, Brenton Matters and Neville Gray. Topics discussed have included club rides, rallies, the Australian Motorcycle Council, the Graduated Licensing Scheme, Motorcycling SA, rider training, bike care, charity rides, the Finke Desert Race, Women Riders World Relay. You name it, it's on our agenda.



NEXT BLOOD RUN
Saturday September 7 2019

8.30am Roll-up, 8.45am Departure

**For the Regent Arcade Blood Centre from
 Kurralta Park Shopping Centre, Anzac
 Highway**

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

To the family in the red Tarago at the Shell servo today...

Yes I am a big 110kg guy with motorcycles and full of tattoos, I am also a welder, I am loud, I drink Bundy rum, I swear and I look like I would eat ya, if you stare at me wrong.

What you don't know is that I have been happily married for 20 years, my kids call me daddy, I am a college graduate, my mother is proud of me and tells everyone how lucky she is to have such a wonderful son, my nieces and nephews are always happy to see there uncle nonc, when my daughter broke her arm I cried more than she did.

I read books, we do charity runs, I go out of my way to thank returned service men & women and I cried watching the film Ghost...

So if a biker smile's and say hi to your little girl and you grab her and tell her "No no dear we don't talk to dirty bikers" remember that even though you hurt my feelings this "dirty biker" would be the first person to run into a burning house to save your little girls life. Before You Judge Me, Make Sure You're Perfect!!!



We're all different, but all the same, aren't we?

RIDE AGAINST SUICIDE

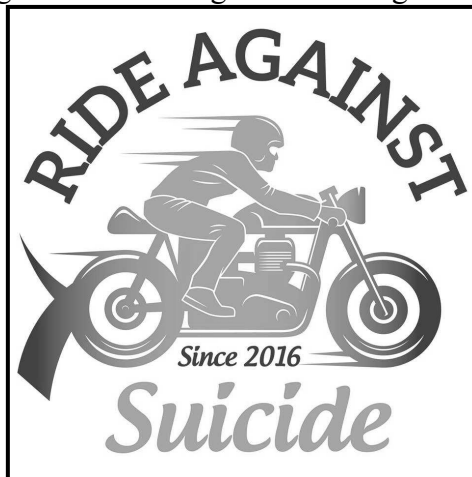
This ride will be held on September 8th 8am to 3pm from the Adelaide Showgrounds (also Mannum, Nuriootpa & Two Wells starting points). Go to :

<https://www.mycause.com.au/events/rideagainstsucide> for more info. Enquiries can be made through the Facebook page. Just Google 'Ride Against Suicide'.

Supporting
 Silent
 Ripples.

Tickets can
 be arranged
 through
www.mycause.com.au.

See you
 there.



TOY RUN LETTER

The following letter from a Vinnie's volunteer to her supervisor reflecting on her Toy Run experience says everything that participating in the Toy Run, either as a helper or as a guest, is all about.

Hello Ruth

I didn't want to let the moment pass without congratulating you & the rest of the media/marketing team on a well-organised event yesterday. It appears to have garnered very positive & extensive media coverage for Vinnies and the MRASA.

Thank you also for the opportunity to participate as a Vinnies vollaie. Whilst the weather made for a hot & tiring occasion, the experience, from my perspective, was wonderful. I thoroughly enjoyed blowing balloons, collecting toys and wading into biker communities on the pretence of selling raffle tickets. The vibe was definitely upbeat right across Callington Oval. There were so many generous hearts of gold there yesterday – I had reinforced for me, time & again, the old adage: don't judge a book by its cover.

A couple of little gems of stories I had shared with me by donors that I thought worthy of passing on to you & the team. The first, & there were a few of these, several tough-looking gents confided in me, one-by-one, with a tear in their eye, that they had been the lucky recipients of donated biker gifts from Toy Runs of the past, and wanted badly to pay it forward. By and large, they put tremendous thought into the gifts they donated, at least one each for a boy and girl & mostly catered for difficult-to-assess teenagers. The second related to a young woman who told me she worked in aged care; when she confided to one of her older ladies about her plan to take part in this year's Toy Run, the lady set about knitting the most gorgeous teddy you ever did see, for her to donate. The teddy was perfectly formed and just the right size for a little hand to hold and cuddle at night. Two hearts of gold in one precious gift.

I definitely plan to be back next year!

Cheers, Megan

Thanks to all who helped in making the 2018 Toy Run a success. Ed

BIKE THEFT

According to the National Motor Vehicle Theft Reduction Council, thefts of motorcycles have increased by 7.3% from 2017 to 2018 with nearly 8,000 motorcycles having been stolen in the last year. The biggest rises have been seen in NSW (17.2% increase) and Tasmania (15.6% increase). The Northern territory and the ACT on the other hand are the only states that have seen a decrease (NT 34.9% and ACT 15.1%).

Most thefts (89%) occur in WA, Victoria, NSW and QLD – between 19.4 – 24.1% each. SA comes in fifth place with 6.3% of thefts nationally.

Two-in-three motorcycles are stolen from home, which highlights the need for adequate home security. A locked gate is no guarantee of safety. In Queensland 25% of bikes stolen are off-road bikes. These are harder to recover as most of them are not registered, coming out only for club circuit ride days and other club meets and practise sessions.

Go to the Facebook site for 'Stolen Motorcycles Australia' to get a sense of how many bikes, sometimes multiple bikes, are stolen from home. In January, in Perth, a 2003 Ducati Monster was parked on a footpath at night. It took two blokes less than two minutes to lift it onto a trailer and drive away with it. Watch the CCTV footage.

The most popular brands stolen are Honda, Yamaha and Kawasaki. This is not surprising as these bikes, on- and off-road, are the most popular marques sold in this country.

Adding to the downside of all this includes a recovery rate of just 47%. The Council notes in its 2018 report that most thefts are opportunistic for short-term use and in these cases recovery of the vehicle is fairly rapid. Queensland has the highest recovery rate at 78%.

I would like to suggest that motorcycle owners get a GPS chip that they can install in a hard-to-get-to place on their bike and link it to their phone with an app so that they can, in the event, locate their bike easily. A number of these are available on line at reasonable prices. Installing one might even get you an insurance rebate. I can see that one day these will come standard with all new bikes.

Harald Lindemann

RIDDEN-ON RIDE REPORT 14/4/2019

This ride was the annual MRASA Ridden-On Ride to Second Valley, which has been held every year for the last 13 years. The ride was originally conceived by the MRASA SAMRATS Ride Captain / Coordinator the late Jock Rogan and the previous MRASA President Phil McClelland. The ride is to honour and remember our motorcycling friends and family who have passed on to a better place, leaving us behind.

This 2019 annual Ridden-On Ride had approximately 40 bikes and 50 people in total participating. This was a much lower turnout than usual as just a couple of years ago we had approximately 100 and before that 150 etc. We hope that in future years the various social motorcycling clubs will go back to promoting this annual ride with a bit more zeal. The Ridden-On Ride is an inter-club ride organised by the MRASA which we encourage as many members of the motor cycling community to attend as possible.

On this day we had a number of clubs attend including the SABERS, SAMRATS and the CMA. There were also a lot of unaffiliated riders present who come out for a group ride only for the MRA Toy Run at Christmas, the Ridden-On Ride and the occasional charity ride. We did the safety/information talk including a short history of the ride.

Ian led the group off down South Rd and it being a reasonably large group of 40 bikes it was necessary to take it pretty slow to keep the group together as much as possible. Once we had cleared the last traffic lights at Moana it was easier to keep the mob in one group. There being insufficient space to safely muster up we continued on to Myponga where we had a short muster up stop to let the tail-end of the group catch up. Next leg was straight to Second Valley where we pulled in under the pine trees and took up most of the upper car park.



On arriving at Second Valley we still had about 34 riders/pillions and just about all chose to walk down the hill to the jetty and around the southern path to the rocky beach. The weather was a perfect sunny autumn day and the sounds of the sea lapping at the edge of the rocks and the beautiful surrounds made an ideal backdrop to Trevor Nowak's non-denominational service. Trevor is the Motocross Riders SA Chaplain and he gave a thought-provoking and moving talk about the grief associated with losing loved ones and how our spiritual beliefs can help us cope, accept things as they are, move on remembering the joyful times and have faith that ultimately all things will turn out OK. The group list of our loved ones, friends and family who have passed on from motorcycling accidents or other causes was read out and we then had a few minutes' silence to reflect and show our respect before we made our way up the hill.

The Bikes Parked at Second Valley

The ride carried on with Ian leading the way to Delamere and on to Victor Harbor. The road surface was in pretty good shape for once and apart from a couple of corners where the camber ran the wrong way it was a great ride through this beautiful part of SA. Once we hit Victor some of us had lunch in the park in the centre of town while others hit the various cafés. A few of us lunched together, had a bit of a rest on the grass and then made our own way home about 2.30pm.

The MRASA Ridden-On Ride was a successful although smaller-than-usual event. Almost all the participating riders purchased commemoration badges on the day. A day out on the road with like-minded friends is always a thing to treasure. Thanks to all the riders who turned out on the day to participate. Extra thanks to Ian for leading the ride, Harald for organising the badge ordering and to Cathy for helping with the badge sales.

**Ken King MRASA
SAMRATS Ride Captain and Coordinator.**

NEW NATIONAL OFFICE OF ROAD SAFETY

The Federal Government has announced the establishment of the Office of Road Safety (the Office) to provide greater leadership and coordination of road safety efforts at a national level. Its role will be to reduce deaths and serious injuries on Australian roads.

The Office commenced on 1 July 2019 within the Surface Transport Policy Division of the Department of Infrastructure, Transport, Cities and Regional Development (DITCRD). It will initially be focused on establishing the functions needed to perform its lead agency role while delivering priority government commitments to new and continuing safety programs.

The Office will enhance data collection, promote best-practice research and lead the development of the next 10-year National Road Safety Strategy, which will start in 2021 and will draw upon the findings of the 2018 Inquiry into the National Road Safety Strategy 2011-2020.

The key objective of the Office is to provide national leadership in eliminating road trauma in Australia. The Office will operate as the primary policy advisor to the federal ministers for road safety on matters related to delivering safe roads, vehicles, speeds and people, and will draw together interdisciplinary expertise and experience to learn, share and channel effort towards proven approaches to reducing national road trauma. To achieve its objective, the Office will work collaboratively with counterpart agencies across the states and territories, as well as expert agencies such as Austroads. It will actively seek partnerships to develop and prioritise proposals that achieve these reductions and will work with stakeholders to develop these partnerships.

Essentially, the Office is a re-establishment of The Federal Office of Road Safety (FORS), though with an expanded brief. FORS started around 1970, and in 1999 was (largely) incorporated into the newly-formed Australian Transport Safety Bureau (ATSB), along with aviation, rail and marine safety. The Australian Automobile Association and Roads Australia have since been calling for the reinstatement of the Federal Office of Road Safety.

After its formation in 1980, the Australian Motorcycle Council (AMC), as the national representative body for motorcyclists, liaised closely with FORS on legislation, policy, safety, standards and other matters pertaining to motorcycling.

The Motorcycle Safety Consultative Committee (MSCC) was formed by FORS in 1991 to expand motorcycle representation to include motorcycle organisations that were not at that time under the AMC umbrella, along with research groups and industry bodies such as the Motorcycle Division of the Federal Chamber of Automotive Industries.

The AMC and, later, the MSCC, initiated a number of very effective national motorcycle safety programs, including supporting and continuing the AMC's contribution to the inaugural National Road Safety Strategy in 1992 and associated (and subsequent) Action Plans and Strategies. The MSCC met twice a year (or more often as deemed necessary) and facilitated strong collaboration between all bodies involved; this collaboration was integral both to the application and functionality of the motorcycle safety programs and the effective operation of the MSCC.

A prime example of the MSCC's work was the convening of the Motorcycle and Scooter Safety Summit in Canberra in April 2008, which included renowned national and international motorcycle safety speakers, and which resulted in significant input to the development of the 2011-2020 National Road Safety Strategy based on practical, evidence-based recommendations for actions to improve motorcycle and scooter safety.

Many of the issues considered at the Summit formed the basis for discussion two months later at the OECD's International Transport Forum in Lillehammer, Norway (10–11 June 2008, and attended by the AMC), and were included in the Forum's final recommendations.

The MSCC ceased operations in 2010 with the cessation of funding due to economic imperatives of the time.

Could the rebirth of the Office of Road Safety trigger renewed support for a national motorcycle safety strategy? Could the regeneration of a dedicated motorcycle liaison and representational system or body with advisory powers within the new Office of Road Safety signal a strategic, revitalised commitment by DITCRD and the Office to the enhancement of motorcycle safety in Australia?

FORS was a very effective organisation which had the funding, integrity and commitment to – citing the above – 'provide national leadership in eliminating road trauma in Australia'. FORS fulfilled a significant role with its specialisation in road-based issues. Perhaps the Federal Government has now reappraised and recognised that value along with the inherent difficulty of trying to adequately accommodate the demands of all transport systems within the single entity of the ATSB, and is, in essence, reconstituting and refining FORS to manage the road arena as it did before.

If this Office is as supportive of motorcyclists as its previous iteration – FORS – was, the MRA would welcome any opportunity to participate.

(Courtesy Department of Infrastructure, Transport, Cities & Regional Development, Infrastructure Magazine, Australian Automobile Association, Roads Australia, MRASA President Graeme Rawlins)

Peter Mount

ACRS PRESENTATION

The Australasian College of Road Safety (ACRS) hosts lunchtime seminars, and the seminar in June was titled 'Motorcycle Safety'. Three presenters were given the opportunity to address the group on aspects of motorcycle safety. The ACRS selected presenters who would give a varied viewpoint on the subject. Matthew Baldock (ACRS) provided an academic viewpoint and Amit Dua (DPTI) provided a Government viewpoint highlighting a number of activities in which the department has been proactive over recent years. The MRA was also invited, and provided a rider's viewpoint to road safety. I have several points from our presentation here for you.

My presentation began with a brief outline of our association's 40-year history and activities. I continued with a summary of some recent road safety mechanisms that have been trialled in South Australia by the department. The corner of Cudlee Creek Road and Fox Creek Road has been the target of a number of mechanisms in recent years. I recall these being announced and advertised when they were introduced, so the public and riding community knew what to expect when riding this segment.

Recent activities include the introduction of traffic survey devices (see page 10 of this issue). These devices are playing an important role in recording vehicle activity before and after the department's application of audio-tactile linemarkings. Analysis of traffic activity will provide definitive arguments as to the effectiveness of the linemarking treatment. Amit covered these innovative devices in his presentation which led well into my rider's viewpoint. While being innovative and providing definitive analysis, their installation was not advertised. There was little to no notification of these being installed. As it is not a revenue-raising device I am yet to understand why the department would not alert road users to their road safety initiative. More information on these devices can be found on our website.

Innovative road signage is a timely reminder for all road users about the road ahead. I am not talking about the 'airy-fairy' style of signage, but signs that target specific road users at locations where words of support will have the most impact. My presentation included over 21 photos of motorcycling-targeted signs from Australia and

New Zealand that cause a rider to think, check and hopefully react responsibly.

Despite motorcycle fatalities and injuries reducing over the decades, advancements in some areas of motorcycling seem out of balance. The motorcycle has undergone several improvements over the years: bikes now have ride control settings, ABS, suspension dials and improved tyres. This list is significantly lacking when compared to the same improvements to motor vehicles over the same period. The gear we wear (or should be wearing) has improved, and we now have results from testing to prove it. Motocap.com.au is an Australian-based research, testing and publisher of riding gear's comfort and safety. Comparing products on their website will show which garments are helping make us safer on the roads. Lightweight, water-resistant and robust riding gear will help us all make it to our destination safely to ride another day.

When it comes to riders, we often see decades-old mentalities not only surviving, but being passed on to new generations. A lack of rider education, training and testing will leave both new riders and existing riders without the skills and knowledge to help them survive. RiderSafe does an amazing job with the time and resources they have with our new riders, however there needs to be more. Other states have introduced additional training approaches and courses over recent years, and we could be doing more. Riders often have a poor mindset towards riding, believing they are invincible and taking unnecessary risks. A common issue is that some riders have an elevated view of their abilities and ride beyond their capabilities, gaining them a place in the annual statistics. Mental and physical distractions together with fatigue and dehydration can also be contributing factors. Riders need to demonstrate a better attitude to riding, and be self-aware of their mind, health and actions.

Possible improvements could take the form of on-road tests for riders and mandatory hazard-perception tests at riding milestones, together with eye and fitness tests. Training for riders needs to be stepped up, and we hope the department and government decide to invest in our future through training, knowledge, attitude and skills development rather than restricting and marginalising us.

Graeme Rawlins

MOTORCYCLE REFERENCE GROUP (MRG) MEETING

The long-awaited Motorcycle Reference Group meeting finally occurred on 17th May 2019. The format was different from previous meetings in that participants were divided into focus groups and asked to prepare their wish lists of items to be included in the rider education process.

This is a big change from previous meetings where the approach was more of a round-table discussion with points raised noted by DPTI staff for consideration.

Members were allocated to a small group each facilitated by a DPTI Road Safety Office staff member. We were tasked with identifying a list of actions which we thought would have the most impact in designing a future learner rider course. In other words, what did we think was good about the current course and what would we include to make the course more effective. All suggestions were to be considered and then ranked. From this list each group presented their top 3 items. As expected there were obvious suggestions from each group such as including an on-road component in the training, a mentoring system of sorts to assist novice riders and promoting the use of quality protective apparel whilst riding.

Other suggestions included making sure that the bikes used for learning were fit-for-purpose and roadworthy. Too often learners buy a bike which is not suitable, resulting in many difficulties for the novice. The approach should be to avoid accidents, not to expect one in the early stages and hope you survive for another day's riding.

As each group nominated their top three suggestions there were many which did not appear obvious. However we have been assured that all suggestions have been noted and will come under consideration for shaping future rider training courses. Also the Minister has stated his priority is to improve rider training as this forms the basis of lifelong habits. However the motorcycling community must not allow complacency to take over again and allow road safety to take a low priority. We must keep pressing for ongoing improvements and insist that the government takes its responsibility to road users seriously.

Ebi Lux

ABS NEWS

In Sweden the number of single motorcycle accidents where motorcyclists crashed while braking has been halved since 2015, according to statistics from insurance company Svedea.

For ten years Swedish FEMA member SMC has informed riders about the benefits of ABS and offered advanced training for riders, to teach them the correct braking technique. Motorcyclists' association SMC is happy to finally have evidence about the positive effects of ABS use.

Since 2016, all motorcycles above 125cc sold in Europe are equipped with anti-lock brakes. A lot of research has been studying the effects of ABS on motorcycles. A Swedish study from 2009 estimated that the use of ABS had a reducing effect on accidents by 38 percent for all accidents with personal injuries on motorcycles in Sweden. The study also showed that the degree of injury was significantly lighter in accidents with motorcycles fitted with ABS compared to those without ABS. The results have led to both an increased demand for fitted ABS braking systems and acceptance among motorcyclists.

Jesper Christensen, General Secretary of SMC, notes: "It has now been proven that it has become safer to ride a motorcycle with ABS. Halving the number of motorcycle accidents where the rider crashed while braking – a typical motorcycle accident – is a big success! I'm looking forward to reduced costs for the insurance industry and customers."

Cooperation between Svedea and SMC by exchanging accident statistics can expand the overall view of incidents beyond official statistics which exclusively describe injured and killed in traffic accidents.

Stefan Karlsson, controller at Svedea, said: "We don't have the same opportunity to retrieve information about safety equipment such as ABS and traction control for motorcycles as we can for cars. This makes it difficult for insurance companies to analyse the effect that systems like ABS can have on safety. Thus, it is not possible to reward motorcycle owners who choose motorcycles equipped with safety systems."

by Wim Taal - November 20, 2018 FEMA

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

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	10 Deacon Ave Richmond
Ken Oath Leather Goods		0417 713 523	3 Cranbourne St Elizabeth Park
Kessner Suzuki	10% parts and accessories	8261 9955	320 North East Rd Klemzig
Motorcycle Parts & Gear	Discount on request	8562 4725	33 Railway Tce Nuriootpa
Motorcycle Revolutions	Discount on request	8371 4448	855 South Rd Clarence Gdns
Pro Street Cycles	Discount on request	8359 4449	494 Main North Rd Blair Athol
QBE Insurance	Ring for a quote	0392 462 761	
Redline Exhausts	Ring for a price	8277 0311	8 Coongie Ave Edwardstown
Shannons Insurance	Ring for a quote	13 46 46	
Victor Motorcycles	10% on genuine parts & acc	8552 3601	14 Adelaide Rd Victor Harbor
Walden Miller Clothing	10% bring the advert	8374 3884	40 Furness Ave Edwardstown
Yamaha Pitmans	Discount on request. Discount on request, 5%	8260 9200	420 Main North Rd Blair Athol
Yamaha Retro Spares	tyres, 10% services	8340 1970	115 Regency Rd Croydon Pk
Yamaha World	Discount on request	8297 0622	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.

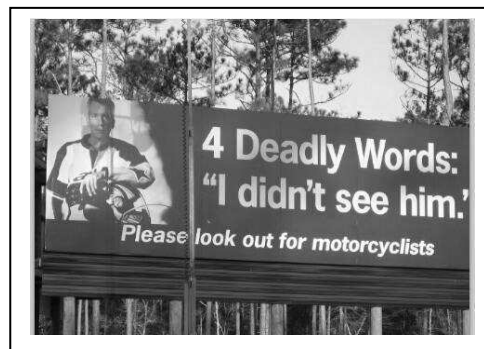
For information about motorcycle safety gear testing and rating. www.motocap.com.au

For information about helmet testing and rating. <https://crash.org.au>

For regular updates register at Austroads Road Watch austroads.roadwatch@infoservices.com.au

MOTORCYCLING AROUND THE WORLD

All Dreaming the Same Dream



Warning Sign from Another Place

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 Stock Controller – Amanda Lock 0434 578 595
 Centrestand Editor – Harald Lindemann 0421 289 714
 Minutes Secretary – Cathy Lux 0408 853 380
 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: John Maidorn, Warren Hicks, Wayne

Cook

Note: Several 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 ____ / ____ / 2019 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 _____