

# CENTRESTAND

September 2019



## THIS ISSUE

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RFDS RIDE

Let those who ride decide



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

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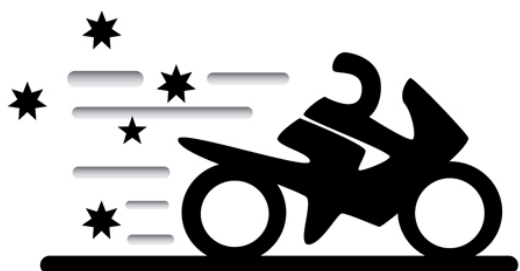
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**COVER PIC: V-Stroms in the Adelaide Hills**

**Photo by Harald Lindemann**

**COVER DESIGN: Arwen Lindemann**

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**Australian Motorcycle Council Inc.**

**EDITORIAL**

Volunteering is a core part of our community. Without it many people would not be helped and many wrongs and indignities would go unreported. 46% of our community involve themselves in some sort of informal volunteering activity. That represents 5.8 million individuals and 743 million unpaid work hours (2014 stats)<sup>1</sup>.

The work that volunteers do ranges from caring for the disadvantaged in a myriad of ways, researching issues that are of community concern, holding our governments to account for poorly written laws, unsuitable or inept decision-making to waste and corruption. In a nutshell they do things for the community that would not get done if they didn't stand up and say, "Someone ought to do it, and I'll be that someone."

Many of those volunteers are motorcyclists. Our lives are enriched by the work that volunteer bikers put in to their clubs, their organisations, the fund-raising and the bringing about community awareness of issues important to our society.

How much poorer would we be as a community without the motorcyclists in the Lions Club for example, who use their love of motorcycling to enhance our knowledge of their passion and fund-raise for community works at the same time.

Riders use their personal experiences with tragedy to work for community awareness of issues like mental health, suicide prevention, breaking down the barriers to men's health and the need for medical research into cancer and a host of other illnesses. They also recognise the good work that other organisations like the Vinnies and the RFDS do in supporting our community and fund-raise for them.

Volunteering is about community service and working together for common goals. Sometimes it's not enough to just drop a gold coin in a bucket. Everybody has the ability to make a difference by saying "I'm gonna be that someone!" Do it today.

Ride safe & stay upright  
 Harald

<sup>1</sup>Volunteering Australia State of Volunteering in Australia April 2016 prepared by Price Waterhouse Coopers Aust.

## PRESIDENT'S REPORT

As at the 2<sup>nd</sup> September 2019 there have been 14 motorcyclist fatalities and no pillion fatalities. This is 6 above the average for the same period over the last 5 years. During the 5-year period from 2012-2016, 11 of the 59 motorcyclist fatalities were from the unlicensed category (nearly 20%). I urge the riding community to discourage unlicensed riders from riding.

In my opinion I believe there needs to be better training provided to all motorcyclists, combined with a commitment to continuous learning to allow all riders to retain and practice safe motorcycling throughout their life.

South Australia has the second-lowest motorcycle fatality rate per 10,000 registered motorcycles in the country. Despite this we still need to work harder to educate riders in safe apparel, defensive riding and to ride within your capabilities. Your attitude to riding has a lot to do with the likelihood you will make it home safely. Choosing the right group to ride with that suits your riding style and abilities will often determine how much you will enjoy the ride and your ability to make it home alive.

The Australian Government announced the establishment of the Office of Road Safety in April 2019 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. 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 road safety programs.

The key objective of the Office of Road Safety 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.

The MRASA is proud to be a part of this national group focussing on the future of road safety. The first meeting was recently held in Sydney with our representative providing important input at the meeting to ensure all motorcyclists are considered in the national strategy.

Infrastructure SA posted a discussion paper asking all South Australians for feedback for their 20-year infrastructure strategy. The MRASA was among the 108 published responses. I took the opportunity to emphasise the importance of motorcycling in this state, and how infrastructure improvements will play an important role.

We are still on the lookout for more quality motorcycle parking within the CBD and suburbs. If you have a suggestion for motorcycle parking please let us know, and we will take it up with the appropriate authority.

Ride Safe,

Graeme Rawlins

MRASA President



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## MRA NEWS

**Motochat** We are heading into serious topic discussion areas over the next few weeks. Last week Lisa Wundersitz, Senior Research Fellow, CASR, discussed her research into driver distraction and the implications for road rule changes.

We are trying to confirm a date with Geoff Grant to discuss vintage sidecar racing in Australia, and preparing and travelling to events in Oz and overseas. In future shows we will also be talking about speedway racing, the Birdwood National Motor Museum and a very special ride for mental health.

The Minister's office has been quiet of late so we



feel it is time to get their opinion on the state of road safety in South Australia.

Input from the Opposition as always will be helpful.

If any member wishes to take part in these discussions or even join us on the panel, please feel free to contact us. We always welcome extra help in presenting the show.

**2019 Toy Run** Remember December the 8<sup>th</sup>, the second Sunday in December for the 41<sup>st</sup> Toy Run. Gather at the Victoria Park Clipsal Track from 8am. The Run leaves at 11am sharp. Get your prepaid wrist bands, which are entry to Callington Oval, from the MRA stands. Coffee and breakfast are available while you wait.

**NEXT BLOOD RUN**  
**Saturday November 30<sup>th</sup> 2019**

**8.30am Roll-up, 8.45am Departure**

**For the Regent Arcade Blood Centre from  
 Sefton Plaza Shopping Centre,  
 Main North Road**

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

## MAG HARD LINE

UK riders' rights group Motorcycle Action Group (MAG) is taking a hard line against reckless and irresponsible road users.

MAG has welcomed the tough position expressed by MP Peter Heaton-Jones regarding the sentencing of dangerous drivers.

MAG's Regional Representative in the South West, Tracy Smith, has received a welcome boost to the campaign for justice against potential killer drivers, whose actions risk the safety of other road users – including motorcyclists.

Mr Peter Heaton-Jones, the Conservative Member of Parliament for North Devon, has confirmed that he backs changes which increase the possible sentences for causing death. Mr Heaton-Jones stated: "The maximum penalty for causing death by dangerous driving and causing death by careless driving under the influence of drink or drugs will both be increased from fourteen years to life." Mr Heaton-Jones added: "These tougher sentences come after an overwhelming response to a consultation, which revealed substantial backing for the plans from a wide range of people including victims, bereaved families and road safety experts." He confirmed that that a new offence of causing serious injury by careless driving will also be created.

Tracy is pleased to see this development: "Having to discuss all this is only necessary because of the actions of a small number of irresponsible killer drivers who aren't fit to share the road space with anyone. They deserve the prospect of life imprisonment for killing bikers and other road users through their criminal behaviour. MAG welcomes Mr Heaton-Jones' support for those who face the tragedy of stolen lives, as a result of these dangerous drivers. Nobody wants to suffer this horrible situation, and I hope that these stiffer sentences act as a deterrent to chancing such wilfully irresponsible behaviour in the first place."

The response Tracy has received proves the value of contacting your MP for support for bikers who suffer harm from bad driving by others. Public opinion got the law changed in the first place and will continue to help get justice for the victims of such reckless driving.

10-01-2019 MAG



**MORE ON HELMETS** by Harald Lindemann

So, you are in a second-hand shop and see a motorcycle helmet for sale. It looks good and is just your size. The price is OK too. You need a new helmet. Do you try it on? Do you ask for the 'best' price? Do you fork out your hard-earned readies for a lid that is a bargain? My advice is to walk away. Just walk away. If you can't, then here are some pertinent questions that you should ask before you make a decision to purchase.

1. **How old is the helmet?** It may look new but how old is it actually? You've had a good look at it and it looks OK, but how old is it? *Can the shop give you an accurate, confident answer?* General advice is that helmets should be replaced after four years of use. Maximum 5 years. This is because the major materials of the helmet deteriorate over time. This includes the fibreglass shell (probably the most long-lasting), which is affected by UV radiation, which weakens the material; the foam inner shell, which is the bit that takes the brunt of the force of any impact and helps to hold your head together and which hardens over time; the sponge rubber inner cushioning that provides the general comfort of the fit and which will deteriorate the quickest of all; and the chin strap which is also affected by UV radiation.

If the helmet is, say, two years old then it will only really be good for another two or three years. What you are buying is not only a helmet, but a helmet that has a limited effective life left to it. All of a sudden, the 'good' price becomes less viable. For example, if you buy a \$600 helmet brand-new, over four years that will cost you \$150 per year. Buy the same helmet second hand, two years old, for \$300, it will still cost you \$150 per year, but what else don't you know about it?

2. **Has it been dropped?** Sometimes you can't tell. *How would the shop know this?* A drop could be in an accident or just a fall from the bike seat. This may not cause visible damage to the shell, ie no scratches or dings. The fibreglass outer shell is designed to flex upon impact. That means that it will push in and then pop out again. When it pushes in it compacts the foam inner shell which absorbs the shock of the impact. The compaction is permanent. The foam does not spring back. If there is another impact at that same spot the force is not absorbed by the helmet and is transferred

directly to your head with attendant consequences dependent on the severity of the impact.

3. **Has the inner lining ever been cleaned or replaced? Would the shop even be aware of the importance of this?** The inner lining is usually made of sponge rubber and material that cushions the cranium and face in the helmet for a more comfortable fit and absorbs moisture, i.e., sweat. It also provides a separation between your head and the foam liner to provide airflow within the helmet to keep your head cool in summer and to dry up any moisture inside the helmet. If this inner liner has never been cleaned or replaced then what you will be wearing in this two-year-old helmet, which seems to be a good bargain, is the accumulated cranial secretions and hair oil etc. of a stranger along with accompanying scalp cells and any other boogers that may have accompanied them on their journeys. An old, dirty inner liner also loses its cushioning qualities and its comfort properties.

4. **Does it really fit right? This is for you to determine.** Everyone's head is shaped differently. When you buy a new helmet it needs to be a firm fit, not too tight or loose, and doesn't move forwards, backwards or sideways when you move your head. A firm fit ensures that over time the helmet will adjust itself to your head shape. That means that the foam lining on the inside of the helmet will slightly compress to the bumps and hollows of your head. No-one's head is perfectly round. If that was the case all helmets would fit perfectly. A firm fit of a second-hand helmet means that it has already settled into a fit for the original owner's head. How much room do you think there will be left for the foam lining to adjust to your head and be comfortable in the long term? Probably not much.

If you can get positive answers to questions 1-3 from the shop and a confident answer from yourself to Question 4 then maybe you've got a good deal, but then maybe not.

You know the condition of your own helmet and what has happened to it during its life with you and, if you bought or were given a helmet privately, you may be in a position to get that information, but certainly not if you buy it from a second-hand shop. Their priority is to sell the item, not make sure that is fit for your purpose, which is to protect your life.

## MID-NORTH MRA FLYING DOCTOR RIDE

Sunday January the 20<sup>th</sup> was a perfect day for the Mid-North's ride to the Royal Flying Doctor's base at Port Augusta. Most of our members turned up on the day, along with quite a few extras, making around twenty motorcycles in total ready to leave Crystal Brook at the nine o'clock start. Over the last few years the Mid-North has been holding a Ridden-On ride in September, with a good roll-up of bikes taking part in the event each time and along the way we have collected a tidy sum of cash that needed to be put to good use.

Our Ridden-On Ride sort of got off the ground when one of our earlier members, Gerald Avery, passed away, and a few of his mates thought it would be a good idea to do a ride in his memory around some of his favourite roads and places. Each year there is a keen bunch of people eager to do the run and as the word spreads about a great day out a few more show up each year.



*Presenting the cheque to the RFDS Pt. Augusta*

Gerald spent quite a bit of his working life up in the bush in isolated areas and was well aware of the importance of an organisation like the Flying Doctor if something goes wrong a long way from medical help. The RFDS was always one of his fondest charities so we thought it appropriate it be the recipient of the proceeds of the rides.

A cruise up the highway from the Brook saw us greeted at the Port Augusta Airport by the Flying Doctor representatives who were delighted that we chose them to receive our gift. President 'Toot' Bunnett had the honour of presenting the cheque and saying a few words on behalf of the M.R.A. before we were graciously thanked for our

donation and given a brief overview of the Flying Doctor's operations out of Port Augusta. After some friendly chat between the parties we saddled up to do the return run with one more item on the agenda.

After a short zip south on the highway we turned left and headed up through Horrocks Pass, one of those enticing stretches of winding road that still has a beautiful smooth surface to make motorcycling so enjoyable. Turning south at Wilmington the ride brought us to Laura where the pub beckoned us for lunch. This was the Mid-North M.R.A's Christmas lunch which we had incorporated with the ride and having a few extra visitors along added to the occasion. After lunch everyone departed and went their own way, with all agreeing it had been another very enjoyable day.

Malcolm 'Hilly' Hill

## BAC IN BELGIUM

The Belgian road safety institute Vias has recommended to change the maximum blood-alcohol level for motorcyclists to 0.2 promille, where the limit for car drivers is 0.5 promille.

Vias comes with a new recommendation after the latest Belgian accident figures show that the number of accidents with drunk motorcyclists has risen slightly. "That is not surprising," says Stef Willems from Vias. "For motorcyclists, a tiny bit of alcohol can already lead to coordination loss and balance disorders, and therefore to accidents. In 6.6 percent of motorcyclist injuries, the motorcyclist was under the influence of alcohol." Vias argues for zero tolerance: "At the European level, that is already a directive. In practice, it comes down to 0.2 promille."

FEMA member MAG Belgium does not agree. "Zero tolerance is for everyone." Theo Beeldens, president of the Belgian Motorcycle Action Group (MAG) does not entirely agree with Vias and reacted on national television station VRT. "I don't see any reason why motorcyclists should be targeted. Zero tolerance is for everyone. Drink driving is no more dangerous for a motorcyclist than for a car driver," he said.

NOTE: The 02 limit is already in force for professional drivers in Belgium.

*Courtesy FEMA 16 April 2019*

## THE FATAL FIVE – Drugs and Alcohol

### Driving under the influence

It's hardly surprising to find that drink driving is a major cause of death on Australian roads, matching speeding with its involvement in around 30% of all road deaths. Despite many public awareness campaigns around this issue as well as strict policing of drink driving, many drivers still choose to take the risk of driving under the influence.

The impact of alcohol on driving ability bears repetition. A blood alcohol level as low as 0.04 will affect:

- reflexes
- muscle control
- coordination
- mood, including increases in impulsivity.

In other words three of the things you need to be able to respond promptly and effectively when exposed to road hazards are impaired, while the urge to engage in risky road behaviours is increased.

After a few more drinks alcohol begins impacting eyesight, including:

- reduced light sensitivity
- blurred vision
- colour impairment
- tunnel vision
- changes in depth perception.

(See Figure 1)

As these changes take place drivers become exponentially more likely to cause a serious car accident. As alcohol levels increase a drunk driver becomes an ever greater threat.

Even after you stop drinking the alcohol is still in your system causing impairment for hours. One standard drink takes on average about half an hour to be absorbed (see Figure 2). Each drink after that increases the BAC exponentially. Four standard drinks in an hour for example, can leave you with a BAC above .05 for over three hours

The effects of medicinal and illegal recreational drugs are similar and likely to last longer depending on doses taken. They stay in the body

longer and can be unpredictable in their effects on impairment and the time they last.

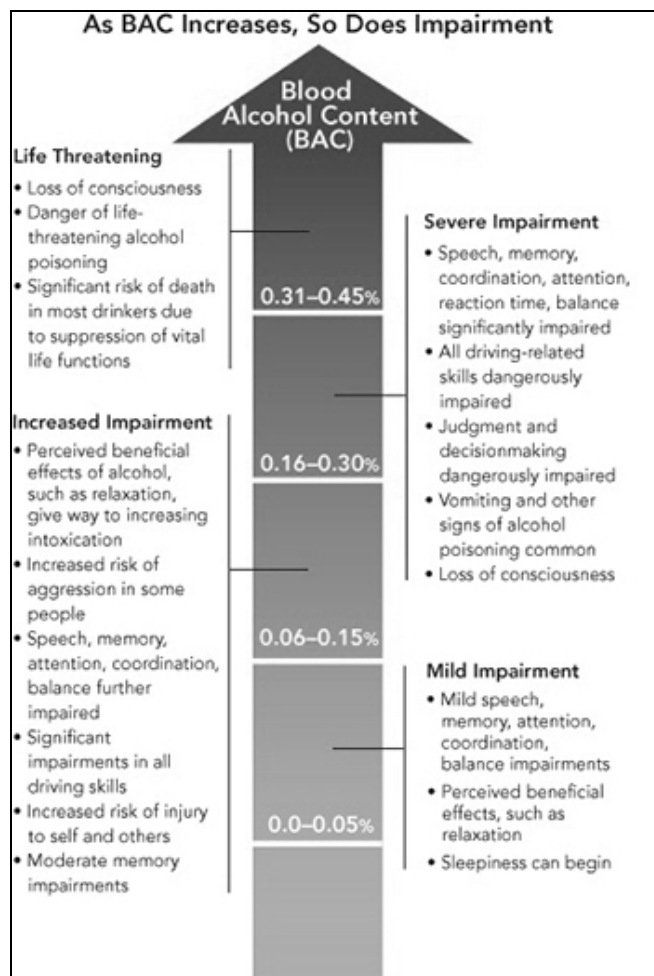


Figure 1

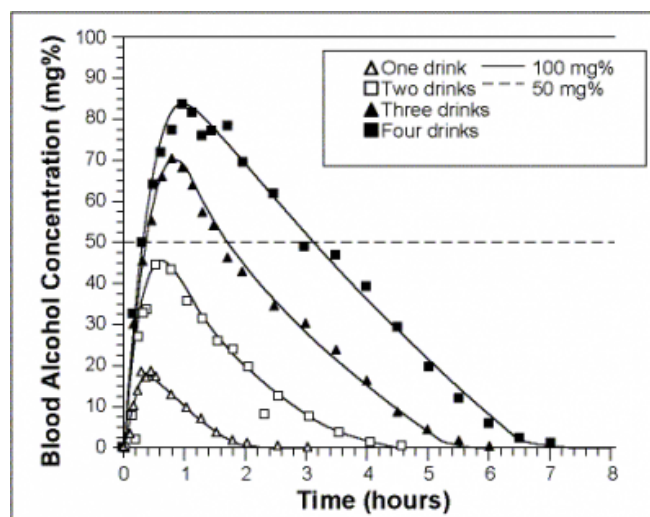


Figure 2

Fortunately we live in the age of ride-hailing services, which have made it cheaper and easier than ever to avoid driving under the influence.

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

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**NATIONAL OFFICE OF ROAD SAFETY**


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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.

Since record keeping commenced in 1925, there have been over 190,000 deaths on Australia's roads. However, road trauma levels have declined substantially over the last four decades, despite considerable population growth and a threefold increase in registered motor vehicles. During this period, the number of road deaths per year has fallen from 3,798 deaths in 1970 to 1,226 in 2017.

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 focussed on establishing the functions needed to perform its lead agency role while delivering priority government commitments to new and continuing road 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 2011-20.

The key objective of the Office of Road Safety 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.

(Courtesy DITCRD, AAA, Roads Australia, Infrastructure Magazine)

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.

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 1992 to expand motorcycle representation to include motorcycle organisations that were not at that time under the AMC umbrella and other 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 significant 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.

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'. =>To page 9



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**SWEDISH INSURANCE DATA**


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*Anti-lock brakes reduce motorcycle accidents.*

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 (Federation of European Motorcyclists' Associations) member SMC has informed riders about the benefits of ABS (anti-lock braking system) 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 125 cc sold in Europe have been equipped with anti-lock brakes. A lot of the research has been studying the effects of ABS on motorcycles. A Swedish study from 2009 estimated that the use of ABS would have a reducing effect on accidents of 38 per cent regarding all accidents with personal injuries on motorcycles in Sweden. The study also showed that the degree of injury was significantly lower in accidents with motorcycles fitted with ABS compared to accidents with motorcycles without ABS. The results of the ABS studies have been published by motorcycle magazines in Sweden and Europe, which has led to both an increased acceptance and demand among motorcyclists for ABS.

Jesper Christensen, General Secretary of SMC, said: "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 also for the customers."

An important part of the cooperation between insurance company Svedea and SMC is an exchange of insurance statistics. Svedea can give a different picture of all kinds of incidents compared to the official statistics which exclusively describe injured and killed in traffic accidents. Insurance statistics are an important basis for the road safety and information work in SMC.

Stefan Karlsson, controller at Svedea, said: "We are constantly working with the injury statistics. Through these figures we get a good understanding and can follow up the damages and accidents that are experienced by the motorcyclists in Sweden. Unfortunately, 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."

Unfortunately, the number of fatal motorcycle accidents in Sweden has increased: in 2018 46 persons died while riding a motorcycle, compared to 39 in 2017. Jesper Christensen said: "Safety systems like ABS are not the solution to all motorcycle accidents. Four out of ten who die on a powered two-wheeler in Sweden don't have a valid A licence. Between 10-20 percent of those who died crashed into a barrier or pole in the middle or side of the road. In many accidents the motorcyclists collided with other road users who caused the accident. In most fatal accidents the motorcyclists were riding over the speed limit. ABS can't save all lives. From a motorcycle perspective, lot more effort is needed, such as investments from road authorities and more police out on the roads."

*by Wim Taal – November 20, 2018 FEMA*

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*Continued from page 8*

FORS fulfilled a significant role with its specialisation in road-based issues. Perhaps the Federal Government has now 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.

Peter Mount

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## AUSTRALIAN MOTORCYCLE COUNCIL AGM & CONFERENCE

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The Australian Motorcycle Council AGM and Conference was held in Adelaide on the weekend of 30 August and 1 September at Shannons' boardroom in Clarence Gardens.

Delegates came with great expectations, following the events of the May 2019 Extraordinary General Meeting. The AGM itself was a tame affair, with all members of the executive elected unopposed. Hence, we have the Chairman and two delegates from NSW, two delegates from Vic and one from WA making up the Executive. Five States, two Territories and The Ulysses club were represented at the meeting.

The conference was the time to set the scene for the next twelve months. Guy Stanford outlined his plans to make much greater use of meeting facilities, such as 'Zoom', to enable regular catch-ups for delegates and the Executive.

It was suggested it would be advantageous for delegates to seek AMC and other states' opinions and positions before attending any local meetings to promote national conformity on motorcycling issues. This is a complete reversal of the original premise that the AMC Executive and sub-committees work to meet the needs of the states. Other delegates voiced their opinion on the confidentiality of meetings attended. Sometimes short notice makes such an idea impractical. Personally, I would like to see a greater information flow come from the Executive and sub-committees, enabling states to assimilate the best practices from others at their discretion, to suit their immediate needs, dictated by the nature of the meeting to be attended. Furthermore, the state delegates are all volunteers with limited time availability. Unnecessary meetings should be avoided, not promoted.

This was the first conference I have attended where state reports were tabled but not read, hence there was no active discussion to promote best practice. This saved a lot of time, but for me important questions remain unanswered. I question the wisdom of saving time at the expense of improving members' knowledge through discussion.

A large portion of the conference was spent discussing a list of hot topics. The concept is quite simple and beneficial to all. Each delegate presents a list of items needing attention, in order of priority. Cross-state commonality raises their importance. In the end, a list of urgent achievable actions is determined and allocated to a resource or committee, to ensure completion. Much discussion was held on the hot topics list, with a lot of input by delegates. I eagerly await the first report of progress on any topic.

Sub-committees were also discussed at length. Unfortunately, few decisions were made as to the composition or membership of new sub-committees, which I found quite disappointing

The guest speakers were informative:

Ray Newland, a retired AMC executive member from Victoria, gave us the benefit of his experience in lobbying and meeting federal and state politicians, government bodies and other advocates.

Duncan McRae from NSW spoke to us of his experience as a rider training advocate at both state and federal level. Whilst many improvements had occurred in rider training, much needed to be done to improve safety on the roads.

My opinion on this year's AMC Conference is ambivalent. Many opportunities existed to refocus the direction of the organisation. At this stage, I am not fully convinced this has been clearly achieved. A lot of goals were set, a lot of discussion was held, but I felt the discussion was unidirectional. I appreciate the effort to use technology to improve communication, but that communication must be effective. Perhaps my underlying concern is caused by a misunderstood agenda. Australian motorcycle advocacy needs an organisation such as the AMC. Members must continually ask how the AMC is helping them and then it is the members' job to ensure this continues to occur. This year's conference started with a lot of promise, ambition and good intention. Now we await delivery, the substance and results of which will further the cause of motorcycle road safety and allow each state to say, "Yes, it is worthwhile being a member."

Ebi Lux

## NATIONAL ROAD SAFETY ROUND TABLE CONFERENCE By Ebi Lux

On Monday second of September, I attended the first round table conference in Sydney for the newly formed Office of Road Safety. The seminar was hosted by the Deputy Prime Minister Michael McCormack, Scott Bucholz and Lew O'Brien.

For motorcyclists, I consider the meeting to have been successful.

1. When meeting with Pip and her team here in Adelaide, we mentioned the lack of questions in the last Census relating to motorcycling. Before the conference started, I was advised due to our enquiry, two specific motorcycling questions had been prepared for the next Census. A copy will be forwarded for our consideration.

2. The delegate from Walking Australia raised the issue of small powered scooters being used in an uncontrolled manner. My response to this was there is no formal training required yet they have all the risks of motorcycles, without the power to get out of trouble. We see this as a very serious issue and whilst they may not figure heavily in fatality statistics, the lack of rider training and inexperience will see them figure in casualty crashes.

3. A very large proportion of motorcycle fatality and serious injury crashes occur on roads with posted limits between 70 and 90 kph. I saw two issues on this subject,

A) We know that crash investigation has resulted in incomplete information due to scene contamination by unwitting first respondents. Also, the forms used for data collection point to the obvious rather than the possible, so that overworked investigators fulfil clerical requirements only. Therefore, crash data needs to be conclusive and accurate, rather than focusing on a blame factor to satisfy litigation requirements  
B) Of the motorcycle FSI's in this category, do we have data available which actually identifies the impact speed? My point here is we know there is a group of road users (not just motorcyclists) who disregard the law, posted speed limits and road safety norms. No amount of punitive action, reducing the speed limits or similar measures, will stop this behaviour. For us to be serious about reducing the road toll, we must be more

innovative than applying negative only measures. Why do we not reward good behaviour?

4. The previous item allowed me to mention the Road Safety Strategy programme the MRASA is currently developing. Members of the Department were VERY interested in obtaining draft copies of the proposal. This opens considerable opportunities in funding the programme, should it be considered worthwhile. Paradoxically it makes the delivery logistics harder due to geographical factors, yet easier due to top level support.

All my points raised were noted, so are now in circulation within the Office for consideration, along with the many other relevant comments raised by other delegates.

We have been advised that the next meeting will be held in Brisbane in early November. Hopefully, we will be given an outline of the next 5 years' road safety strategy.

The MRASA will also be in a position to present its Road Safety Strategy Programme centred on rider education. It is important we obtain national acceptance of the programme for both funding and resourcing assistance.

On behalf of the MRASA and all motor cyclists in South Australia, we congratulate Ms Gabby O'Neil on her appointment to head the Office of Road Safety. Her move from the state role to the national role reflects her achievements here in South Australia, on behalf of road safety. The MRASA has appreciated the support and respect given to us by Gabby and her team, over many years and we look forward to working with her in her new role, on a national basis. From our perspective, we know that Gabby has a fundamental understanding of motorcycling issues, which will be of benefit in progressing concepts without revisiting past problems, such as front number plates etc.



**The MRA thanks Modbury Press (8262 6133) for the quick printing of the Toy Run Posters – OUT NOW!**

## EUROPEAN COMMISSION RECOGNISES THE IMPORTANCE OF POST-LICENCE TRAINING

The European Motorcycle Training Quality Label received the Road Safety Charter Award in the category 'Voluntary Commitments' during an event organised by the European Commission in Brussels.

The European award acknowledges inspirational and innovative initiatives that contribute towards improving road safety and saving lives on Europe's roads. The award was presented by the European Commissioner for Transport, Violeta Bulc, to the Secretary General of the European Association of Motorcycle Manufacturers (ACEM), Antonio Perlot, who received it on behalf of the three members running the European Motorcycle Training Quality Label: ACEM, the International Motorcycling Federation (FIM), and the German Road Safety Council (DVR).

The European Motorcycle Training Quality Label is a voluntary certification scheme for post-licence motorcycle training programmes open to all training bodies. Its main objective is to help motorcyclists to recognise the best post-licence training options in Europe. The scheme was launched in 2016 and has certified 29 motorcycle training programmes in Austria, Belgium, France, Germany, the Netherlands, Spain and Sweden, with more programmes currently under assessment. In 2018 the Swedish FEMA member SMC has been certified and received the motorcycle manufacturers' quality label 'European Motorcycle Training Quality Label'.

The Road Safety Award is one of the flagship initiatives of the European Road Safety Charter, the most important Europe-wide civil society platform on road safety. The Charter was initiated in 2004 by the European Commission to encourage key stakeholders to take specific and measurable road safety action within their area of responsibilities.

Commenting on the European Motorcycle Training Quality Label, the European Commissioner for Transport Violeta Bulc said: "We are grateful that the European Motorcycling Training Quality Label has been set up, responding to our call for voluntary commitments. Europe has some high-quality training schemes on

offer, and the European Motorcycle Training Quality Label will help motorcyclists to identify the very best of them."

Antonio Perlot, Secretary General of the European Association of Motorcycle Manufacturers (ACEM), said: "I am delighted to receive this award on behalf of the consortium running this programme. The Label is not only part of the motorcycle industry's forward-looking safety strategy but also an excellent example of how cooperation between industry players, NGOs, motorcycle trainers and users' organisations can deliver positive results in motorcycle safety."

Christian Kellner, German Road Safety Council (DVR) CEO, said: "We are grateful to the European Commission for this award that honours the work of all the people involved in the European Motorcycle Training Quality Label. This recognition motivates us to continue working every day to make Europe's roads safer."

Jesper Christensen, FIM Director for Public Affairs and General Secretary of the Swedish motorcyclists' association SMC, said: "Receiving this award from the European Commission is an honourable recognition of the joint road safety commitment made by FIM, ACEM and DVR. It shows that high quality post-licence training does play an important role in preserving motorcyclists' safety and should be encouraged. This award is also one more reason for our organisation to continue supporting high quality training for all motorcyclists".

*Courtesy FEMA by Wim Taal - October 10, 2019*

**Ever wondered why  
mosquitoes make so  
much noise at night?**





## WHAT YOU CAN DO AT THE SCENE OF YOUR ACCIDENT

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Being involved in an accident is always a frightening thing. While it happens quickly the thoughts and emotions that occur seem to be suspended in the “Oh, shit!” moment. At that instant you have no idea what the outcome will be. Will it hurt? Will I be injured? How bad will it be? Will my bike survive? It is an immediate chaotic situation and your various responses to injury, fear, pain and panic will define how you make a first response to it.

There are some things that you can do as long as you make the attempt to calmly assess what has just happened.

Assuming that you are alone and conscious when you crash:

1. **Turn the ignition off.** If the bike engine is still running, the electrics are still operating and may react to a fuel spill. There is a real danger of fire. This is all the more important if you are trapped under the bike.
2. **Do a body scan.** Where does it hurt? In the first few seconds after the crash the adrenalin pumping into your body will mask some of the pain and make you feel OK, but that won't last long. Resist the urge to get up and move around.: you may exacerbate a serious injury that you don't yet know about. Cuts and bruise are obvious. Some internal injuries and even some broken bones are less so. Wiggle fingers and toes and carefully check for broken ribs. Pain or numbness in the neck and back can be signs of spinal injuries so in that case don't move around. Wait for help.
3. **Check for obvious injuries** like cuts and bruises. Apply pressure to any fast flowing bleeding wounds. If you have a puncture wound with shrapnel still in it, don't attempt to pull the shrapnel out, it may be blocking some bleeding or you may make the wound worse by removing it. Wait for the paramedics to check you out.
4. **Call 000.** Once you have assessed the situation, call for help. Describe clearly where you are and the extent of your injuries.

Don't hang up and ring home. Stay on the phone so the operator can keep in touch and let the ambos know how you are doing.

5. **Wait for help** is always a good piece of advice. If you are stuck under the bike and bleeding, depending on the situation, the weight of the bike may actually be slowing down the bleeding

If others are also involved in the crash -

6. **Check others for any injuries.** If others are involved in the crash and you are alright check on the others. They may not be. They may also be disorientated or confused and may depend on you to help them out. Talk quietly and be reassuring. Once the scene has been made safe and you know the extent of the others' injuries, call 000.
  7. **Get people's details.** Once everyone is safe and being treated, get the names and addresses of witnesses and insurance details of people involved in the crash. Take photos of the crash scene and licence plates of vehicles involved.
  8. **Keep a record.** As soon as possible write down what you remember about the crash and what you did for yourself and for others. You may have to eventually make a statement to the police or insurance assessor and it will help if you have some on-the-scene notes. Trying to remember everything accurately a few days or weeks later may be problematic.
- Finally -
9. **Don't ever let anyone try to remove your helmet!** If you are injured and concerned help is available, removing your helmet may increase any neck or back injuries. Wait for the paramedics. If you can comfortably remove your helmet then do so, otherwise wait. The same goes if you are assisting an injured person. Don't attempt to remove their helmet unless they are comfortable with you helping out.

Harald Lindemann

*Inspired by <https://www.swanninsurance.com.au/news/top-5-things-to-remember-at-the-scene-of-an-accident/>*

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## ACCOMMODATION AND RESTAURANT GUIDE

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In the last edition of Centrestand, I wrote an article suggesting suitable places to stay, eat or to avoid, whilst travelling. I would like make a further contribution but remind all readers that these are my recommendations and your experience may be completely different.

**Caltowie Hotel** – As the name indicates, this is the hotel located in the tiny town of Caltowie, about 13 km north-west of Jamestown. Rooms are a flat \$50.00 per night and are clean comfortable and well appointed. As with most hotel accommodation, bathroom facilities are shared. Tea, coffee, toast and cereal are included in the room price and are available from the dining room, on a make it yourself basis. The meals are typical Pub fare, at a more than reasonable price with very generous servings. We also tried a local wine which again was acceptable in both quality and price.

The current owner has been there for about two years, and from all reports has done miracles with the place. A new beer garden with fire places has been built under the large side veranda. We found this a great place to relax and talk to the locals. The back yard is being developed as a camping area so pitching a tent on the huge lawn is another option.

We have been to the Caltowie Hotel twice and will definitely return. It is situated in the middle of some great riding country and at the prices for food and accommodation, makes it an ideal base for an extended stay, whilst exploring the southern Flinders Ranges. The township of Caltowie has a great history which has been well preserved in many of the old buildings.

Be aware the pub is run by a delightful couple who also work day jobs. Therefore if you ring or arrive before 4.00 PM you may not find anyone there. Don't miss this gem of a place in your travels even if all you want is a quiet beer.

**Victoria Hotel Ouyen (Vic).** This hotel was on the list last time. We have since stayed there again and if anything, the place has got better.

Ouyen is in the middle of a development boom, with the repairs of the wheat rail line to

Murrayville, near the South Australian border and also the installation of a Solar Panel Farm just outside town. For this reason, accommodation may be scarcer than you would expect from a small country town so it definitely pays to ring ahead.

Regardless, if you want to stay the night or just passing through, the Victoria Hotel is good value. Meals in the bar or dining room are good sized and well priced.

**Turkish Pide House** 99 -97 Corinna St Phillip ACT

If you ever happen to be travelling through Canberra and you enjoy trying exotic food, be sure to try the Turkish Pide House at the Woden Shopping Centre.

Canberra can be an expensive place to eat so it was a delight to find this moderately priced restaurant serving top quality food at \$20 to \$30 for a main course.

The range on offer is extensive, making your choice very difficult. Problem solved by trying a special banquet. Seven different items for \$39.00 per person was a very reasonable price. By the end of the meal, we had tried a wide selection of Turkish food, served in good sized portions, definitely well worth the price. The meal was accompanied by a very pleasant imported Turkish wine, with an unpronounceable name.

You have two choices of dining at the Pide House, inside in the unassumingly decorated restaurant or outside in the sheltered and heated verandah setting. Canberra being Canberra, discretion was the better part of valour, we chose inside.

The waiting staff were attentive, but not intrusive, making for a positive experience.

One of my favourite points, is the visibility of the kitchen. I believe, a restaurant willing to let patrons see the working kitchen, is proud of their product and will only serve you the best quality.

The Pide House ticked all the boxes for me and I strongly recommend a meal there.

Ebi Lux

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

<b>Bridgeland Motorcycles</b>	Discount on request	8532 5722	145 Adelaide Rd Murray Bridge
<b>Coast Yamaha</b>	Discount on request	8382 5581	212 Main South Rd Morphett Vale
<b>DA Motorcycles</b>	Discount on request	8281 8933	1758 Main North Rd Salis Plains
<b>Gawler Motorcycle Centre</b>	10% discount on accessories	8522 7700	Lot 1 Main North Rd Evanston
<b>GC Motorcycles Prospect</b>	\$5 on tyres, 10% accessories	8344 7888	122 Main North Rd Prospect
<b>DC Motorcycles Melrose Park</b>	Disc on request – see Don	8377 5566	22/788-9 Marion Rd, Marion
<b>Gilbert &amp; Mattner Lawyers</b>	10% discount	8233 3661	32 St Helena Place Adelaide
<b>Honda World / BMW Adelaide</b>	10% parts & accessories	8374 2299	1075 South Rd Melrose Park
<b>K &amp; M Motorcycles</b>	10% parts, accessories & ws. 10% new products, 20% repairs, all Aussie leather	8234 1090	10 Deacon Ave Richmond
<b>Ken Oath Leather Goods</b>		0417 713 523	3 Cranbourne St Elizabeth Park
<b>Kessner Suzuki</b>	10% parts and accessories	8261 9955	320 North East Rd Klemzig
<b>Motorcycle Parts &amp; Gear</b>	Discount on request	8562 4725	33 Railway Tce Nuriootpa
<b>Motorcycle Revolutions</b>	Discount on request	8371 4448	855 South Rd Clarence Gdns
<b>Pro Street Cycles</b>	Discount on request	8359 4449	494 Main North Rd Blair Athol
<b>QBE Insurance</b>	Ring for a quote	0392 462 761	
<b>Redline Exhausts</b>	Ring for a price	8277 0311	8 Coongie Ave Edwardstown
<b>Shannons Insurance</b>	Ring for a quote	13 46 46	
<b>Victor Motorcycles</b>	10% on genuine parts & acc	8552 3601	14 Adelaide Rd Victor Harbor
<b>Walden Miller Clothing</b>	10% bring the advert	8374 3884	40 Furness Ave Edwardstown
<b>Yamaha Pitmans</b>	Discount on request. Discount on request, 5%	8260 9200	420 Main North Rd Blair Athol
<b>Yamaha Retro Spares</b>	tyres, 10% services	8340 1970	115 Regency Rd Croydon Pk
<b>Yamaha World</b>	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](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](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](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](http://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](mailto:austroads.roadwatch@infoservices.com.au)

**MOTORCYCLING AROUND THE WORLD**

**Moped Passenger Seat**



**Motorbath**

**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 – 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, Wayne Cook, Warren Hicks

*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, 2<sup>nd</sup> 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 \_\_\_\_ / \_\_\_\_ / \_\_\_\_ 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 \_\_\_\_\_