

# CENTRESTAND

December 2019



## THIS ISSUE

RIDE TO RETURN

SA TOY RUNS

2020 AGM NOTICE

NEW ROAD SAFETY ADS

FATAL 5 - DISTRACTION

AUTOMATED CARS

Let those who ride decide



# THERE'S A LOT RIDING ON IT.



**THINK!**

**ROAD  
SAFETY**



Government  
of South Australia

***Ride to return.***

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

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**All advertising enquiries to the above address.**

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- Contributions welcome
- Photographs welcome: colour or black-and-white
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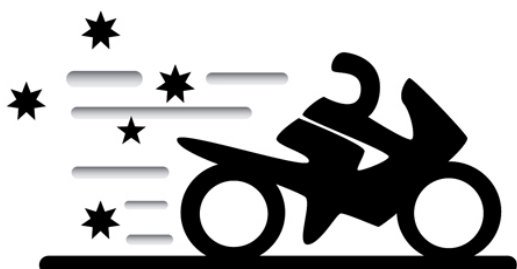
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**COVER PIC: Graeme Rawlins' V-Strom, during Harald and Graeme's camping trip to the North Flinders Ranges**

**Photo: Harald Lindemann**

**COVER DESIGN: Arwen Lindemann**

**The MRASA Inc. is a member of the Australian Motorcycle Council (AMC)**



Australian Motorcycle Council Inc.

**EDITORIAL**

Ride To Return. Seems obvious doesn't it? Who wouldn't want that? There are so many advantages. Life and limb for starters. Think of all the things you could no longer do if you didn't return. Spending time with your loved ones – family and friends – BBQs, nights out at a restaurant or a show, partaking of mutual enjoyment and affirming your familial and friendship bonds, hobbies and other favourite pastimes which affirm your understanding of what life is worth to you. Think about what you would miss if you didn't return.

Not returning doesn't always mean going out in a box. Sometimes it will mean not returning to your normal life. It may well mean living with a permanent injury, loss of a limb or loss of use of a limb. It may mean a permanent acquired brain injury (ABI). Even a partial ABI would mean a drastic change in lifestyle for yourself and for your family and friends.

Think about the effect on your family. The heartache and stress of picking up the pieces of their lives if you don't return is permanent. Of course they will eventually move on but the loss will always be there, a painful memory to re-enact on lonely nights and times of contemplation.

The work and stress of caring for a permanently ill or injured person is difficult no matter how much love there is. No-one deserves to be put in that situation.

There are also financial considerations. Think about loss of family income, medical expenses, limited insurance to help, measly government assistance. Sometimes you really are left on your own. And this relates directly to loss of opportunities to improve everyone's life and a loss of control over how your life and the lives of your family members is managed.

A little care and a little consideration and all this need not become your reality. However the consequences of an accident are managed the outcomes are usually pretty grim.

So why would you not Ride To Return?

Think about it and ride safe and stay upright  
 Harald

## A PRESIDENT'S OPINION PIECE

Without a doubt, motorcyclists are vulnerable road users, and statistics confirm we have a higher crash risk. We are interacting with traffic often at high speeds with only a thin layer of clothing to protect us. Motorcycles do not have crumple zones or airbags to protect our bodies, or digital sensors to warn us of an impending impact. Well typically, technologies are improving all the time.

Speeding reduces your options. It diminishes a rider's ability to react to or even see hazards. Hazard perception is compromised, fine details about your environment, the road and your surroundings are missed. Furthermore, if you are heading for an impact at speed, you have reduced time to slow down and change course. Collision avoidance can only occur if you have control of your bike. Locking up a wheel or washing out means you will be reduced to becoming an out-of-control projectile heading in one direction until something gets in the way. The statistics for single vehicle motorcycle accidents are high. Being the only vehicle involved typically means rider error, but not always. Crash reports often note speeding as a contributor, and while not all field reports are accurate, they do paint a similar picture.

When a motorcyclist is involved in a crash, we have little around us to protect ourselves. Wearing appropriate gear will help avoid abrasive impacts. However, sudden stops, high G-forces and direct impacts from other vehicles and road furniture can cause internal injuries. These injuries can take months or years to recover from, if indeed you are still alive to endure the pain and suffering.

A common discussion with motorcycling is around where to position your motorcycle. Do you ride in the left or the right wheel track? The popular view is to ride in the right wheel track, which will on most occasions make you more visible and provide you with the most course correction options. This is accepted for 'normal' riding conditions; however, it might not be appropriate all of the time. Many consider the right position is to put yourself in a location where other motorists can see you, and to look for evidence that they have. Giving yourself a plan B of where to go should other vehicles threaten to cross or occupy your path of travel is wise.

Safely position yourself in the lane and ride to the conditions. Look ahead to identify hazards. If a hazard presents then slow down to increase manoeuvrability. Move away from the danger, put distance between yourself and any threat.

I often see motorists and riders putting themselves in high-risk situations with the assumption that they can get away with it because EVERYONE ELSE on the road will do the right thing and obey the road rules. I am sure you have seen this yourself. I live and work in the city and regularly hear motorcyclists gunning it through 3 or 4 gears. Punitive measures have been shown not to be 100% effective for all offenders, and we need to find a better way to remove as much of this negligent behaviour from our society as possible.

As with most things in life, it takes just a few to ruin it for the rest. Most of us are good role models, riding safely almost all the time. All riders have a responsibility to monitor their peers and remind them to ride safely at all times. We need to make it socially unacceptable to speed excessively or be involved in increased risk taking activities. Who knows, you may even save someone's life. Someone you care about.

Ride Safe, Graeme Rawlins MRASA President



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**MRA NEWS**

🏍️ **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 wristbands which are entry to Callington Oval from the MRA stands. Coffee and breakfast are available while you wait.

**NEXT BLOOD RUN**  
**Saturday February 22nd 2020**

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

**For the Regent Arcade Blood Centre from  
Unley Shopping centre Unley**

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

🏍️ **Thank you to DPTI** In September 2019, Malcolm Hill from the MRASA Mid-North Register rang to advise of a serious road hazard on the River Broughton Bridge near Spalding. A ridge had formed on the access to the bridge, high enough to cause handling problems for motorcycles. The Mid-North group considered that an inexperienced rider could possibly lose control and be thrown from the bike, with serious consequences.

I reported the matter to DPTI (Dept. of Planning Transport & Infrastructure) Road Hazards (1800 018 313) and also mentioned it to our road safety contacts. About three weeks after lodging the report, I was contacted by the regional site inspector who wanted more information as his vehicle had not been subjected to an unusual bump. I asked him to recheck the bump and consider crossing the bridge on two wheels rather than four. A problem which may seem insignificant to a car can often be hazardous to motorcycles.

I am pleased to say that this morning (18/11) I was advised that the bridge and approaches have been resurfaced and all evidence of any ridge has been removed. On behalf of the MRASA I would like to thank DPTI for listening to our concern, following up for more information, and then rectifying the problem. This is a good example of road users and the department working together for a positive outcome. Ebi Lux

**TOY RUNS IN SOUTH AUSTRALIA**

A list of more Toy Runs held within South Australia. Please note these are not MRA events. They are organised by ride groups who choose their own start, finish and beneficiaries.

For a list of Toy Runs around Australia, visit [www.toyrun.org.au](http://www.toyrun.org.au).

**Roxby Downs** – Saturday 16th November 2019. Run leaves at 11am from Richardson Place, Roxby Downs, to Andamooka, with lunch at the Tuckerbox Restaurant. The 2019 run will be the 22nd Annual Toy Run at Roxby. Donations go to CWA. Contact Neil 0408 315 703 for details.

**Northern Yorke Peninsula** – Sunday 24th November 2019. Meet at V&V MCC of NYP clubrooms, Drain Road, Kadina. Ride will depart at 10am and return at approx 12.30pm for a BBQ lunch @ \$10 per person. There will be a long run and a short run, open to any roadworthy and registered motorcycle. All welcome. Phone Kerry 0429 906 677 or Pat 8821 1075.

**Port Pirie** – Flinders Tourers 2019 33rd Annual Paul Gianoni Memorial Toy Run – Sunday 24th November 2019. Meet 9am at Ellen Street, Port Pirie. Destination Laura Hotel. Donations go to Vinnies. Contact Lefty 0412 767 945 or Chesty 0418 845 148.

**Limestone Coast** – Sat 30th November 2018.  
Ride 1. Mt Gambier, old Bunnings 8am.  
Ride 2. Millicent, State Park 8am.  
Ride 3. Naracoorte Sports Centre 10am.  
Ride 4. Penola Shell Road House.  
Destination – Railway Lands Mt Gambier for food and entertainment. Proceeds go to the Baptist Care. Contact Jezza on 0400 125 545.

**Riverland** – Sunday 8th December 2019.  
Ride 1. Assemble outside the Waikerie Hotel and depart at 9am for Loxton.  
Ride 2. Assemble in Macca's carpark, departing 9.15am for Loxton  
Combined group then departs Loxton to arrive Barmera Markets at around 11.40am.  
Riverland Runs organised by the Ulysses Mallee Branch. Contact Scott 0402 500 037

By the time you get this edition of Centrestand some of these runs might be over, but it's good to acknowledge the work they are doing.

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## MRASA INC. ANNUAL GENERAL MEETING 2020 NOTICE

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## ROAD SAFETY ADS LAUNCHED NOV 3<sup>rd</sup> by Ebi Lux MRASA RSO

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The Annual General Meeting of the MRASA Inc. will be held at 7pm Monday 17<sup>th</sup> of February 2020 at the MSA Clubrooms, 251 Norwood Parade. This will be in place of the regular Committee meeting scheduled to be held on that date.

All the positions of the Association listed below will be declared vacant and the following positions on the 2020-21 Committee will be elected.

**President (Executive Committee member)**  
**Vice President (Executive Committee member)**  
**Secretary (Executive Committee member)**  
**Treasurer (Executive Committee member)**  
**Membership Secretary Magazine Editor**  
**Register Liaison Officer Minutes Secretary**  
**Stock Control Officer Webmaster**  
**Road Safety Officer**  
**General Committee Representatives (number unspecified until the AGM)**

At this meeting the auditor for the 2020-2021 year will be nominated. All current financial members of the MRASA Inc. are eligible to stand for election to one or more of the positions. Nominations and meeting proxies should be in writing to the Secretary of the Association at [secretary@mrasa.asn.au](mailto:secretary@mrasa.asn.au) or prior to the beginning of the AGM and evidence of current membership must be provided. All members and are invited to attend the meeting.

Nomination and proxy forms are available from the MRASA website at [www.mrassa.asn.au](http://www.mrassa.asn.au)

**Sub-Committee reps to the MRASA Committee: Toy Run Committee – Scooter Club – 4Bs – SAMRATS. These positions will be elected by the sub-committees at meetings to be held within 4 weeks of the AGM.**

Are you interested in Road Safety? Do you want to know how we get things done? Come along and meet your Committee.

The latest in a series of road safety advertisements, now produced by SAPOL, were launched on Sunday 3<sup>rd</sup> of November. Targeting the older age group riders, the basic message is drawn from previous campaigns. The message is very similar to the previous “Who Will You Leave Behind” campaign. The pictures use an emotional theme, with the reminder to come home safely.

The MRASA has been promoting the concept of responsibility and wise decision-making for a number of years now. The Ride to Return campaign from 2018 incorporated this message and it has now been encapsulated in this latest campaign with a revised and more focused video. Unfortunately, apart from the emotional delivery, very little has changed.

We fully support and endorse this campaign. However, we would like to see expansion occur in future advertisements. If the focus target is primarily the older or returning rider, promoting the excellent Returning Rider Training Course available from RiderSafe must be included. This is a much under-utilised resource, which has the potential to have a greater impact upon older riders than any series of adverts. For some strange reason, rider training is rarely mentioned in road safety campaigns. It would seem incongruous that during an interview in March this year Minister Wingard agreed with the MRASA that education and training are essential elements in reducing road trauma.

The problem facing any advertiser is how to reach the “invincible” riders, those who firmly believe it will always be someone else who has the crash. More to the point, how do we reduce the number of riders having this attitude of invincibility? Risky road behaviour is fuelled by a group mentality and it is the pack mentality which is attractive. We need a campaign which seeks to change this attitude. We also need to provide a mechanism to support those who want to test their skills in a safer environment away from roads and other unsuspecting road users.

Most importantly, we need to recognise that losing a mate in a crash is not a badge of honour but a tragedy and waste of a life.

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**LETTER TO THE EDITOR**

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Dear Ed,

I thought it may be time to have a say to vent my views, maybe it will just get some discussion going that may be a kick-start to better and better things or maybe I'll just offend someone and they can let me know somewhere down the road. I like to think I can ride a bit too. I've been riding for a while ... started at 4 yrs on dirt bikes from memory, graduated to road bikes in my late 20's on 600's quickly moving on to litre bikes and a bit of racing and a bit of crashing but still love it and certainly love my R1.

Anyways and first on the list are the dangers caused to motorcyclists in the real world and the dangers presented to themselves by themselves.

I'll start with SUVs ... ban the bloody things I say. They are the motorcyclists' worst nightmare. You can't see past them, you can't see around them, through them or over them. Every time I am behind one the driver is either tailgating the car in front, texting their friend or leaning over and shuffling through their glovebox to get their music pod to sync to their mobile phone so that they can listen to Taylor Swift or Usher or some other crap!

If I'm not behind one of them I'm suddenly next to one of them as they swerve across 3 lanes of traffic shooting down Port Wakefield Road each morning nearly careering into me in the process because they are late for work because they were too busy doing 50 km/h in a 90 km/h zone while texting their friend and not paying attention to the road or the motorcyclist they just ran off it. I don't really mind though as when I catch them at the next lights and pull up next to them to explain what eyes and mirrors are for and where I will stick the latter next time they do it to me I kind of feel happy again!

I tried explaining the SUV issue to one of the young persons on the stand at 'The Spokes' display at the MotoGP in October that had an SUV and they couldn't explain why they needed it instead of a normal little car and all they did was smile and said they felt safe in their oversized and very, very clean SUV and said they are too scared to get on a motorbike because it was too dangerous in traffic.

Secondly, and yes I am sure I have ridden without a jacket in the heat when I was younger but now I am a little older, wiser and grouchier regarding stupidity. However, it absolutely amazes me what some people wear while on a bike these days. After

travelling back into Adelaide on the Tuesday in 38 degrees after the MotoGP, and only wearing my black lined jacket, Kevlar jeans, riding boots and winter gloves as you do when you go to Philip Island, coz it gets bloody cold and bloody wet all the time, I pulled into the local servo to refill and mind you happily pay well over 170 a litre after only paying 140 in Victoria the past week ... anyway ...  
... a young bloke rode in next to me on his little 400cc Green 'L' plater bike, "Jeez it's hot ain't it mate," he said to me ... I believed him too because he was wearing a tanktop, shorts and thongs. At least he had a helmet on I suppose.

This leads me to motorcycle training. From what I believe of the new rumour, the government would like all new motorcyclists to be mandated to driving a car for a year before being allowed to get on a bike. Why? ... Shouldn't it be the other way around? I'm certainly not worried about making a mistake with my riding (and I do make them just like every other rider) but I'm sure as hell worried about the clown that feels safe on the mobile phone in the very, very clean SUV because it's big and bulletproof. Bike before the kart right!!

Previously ... In my endeavours to try and do something about this, I decided that it would be nice and try and give back something to motorcycling as it has given me a lot of joy for a long time, and that was to become a motorcycle instructor trainer. I started making phone calls and sending off emails to the various people, companies, government departments etc etc etc that I thought would know what is required or could put me in touch with who would know. I have never found anything so hard and frustrating to accomplish in my life. After 6 months I finally had an answer slightly better than the standard 'no idea'. After contacting the SA government half-a-dozen times and receiving half-a-dozen different answers they finally got back to me with there is no training in South Australia. You need to get a job at RiderSafe and receive on-the-job training. Do you think RiderSafe would return my emails or calls? It is very frustrating. I think Q-Ride in Queensland offers all I need. All sorts of qualifications are required before you can instruct or train and offer courses up there. Why not here in South Australia? I need an answer, I really want to work in this area. If anyone disagrees with me or can help steer me in the right direction for this please help. Nothing would make me happier than to introduce new young people to riding and help keep them alive.

Cheers,  
Kingy.

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## HONDA SCOOTER BATTERY SWAP FINDS RANGE

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An electric scooter featuring interchangeable battery packs was the star exhibit at Honda's display at the Intelligent Transport Systems World Congress in Singapore on October 23.

The battery-sharing system is considered significant because not only does it provide a solution to extended charging times on electric vehicles, an associated app-based location scheme also helps combat range anxiety.

As part of a trial currently underway in Indonesia and the Philippines, 100 Honda PCX electric scooters – each fitted with two of Honda's swappable battery packs – are being used on the island of Romblon where 10 battery exchange locations, each with six spare batteries, have been set up.

Located beneath the seat, the 10kg battery packs are kept clean and dry, while a quick-release mechanism allows them to be swapped in a matter of seconds.

Two charged battery packs provide a range of more than 40km. Battery status data, along with the scooter's position, is collected and sent to a dedicated server using telematics.

When the batteries need exchanging, the rider logs onto the app which shows the availability of charged batteries in each of the nearby exchange locations.

As part of the trial, wind turbines have been installed to generate the electricity that recharges the batteries.

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### THE FATAL FIVE – DISTRACTION

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Distracted driving was added to the leading causes of death on Australian roads only recently. While distractions caused by passengers and sound systems have been a problem for a while, the advent of navigation systems and mobile phones has approximately doubled the number of distraction-related car accidents and fatalities over the past decade.

The impact of distraction on drivers is relatively straightforward to understand. While they're not paying to attention to the road drivers can't respond to anything that happens in front of them.

Mobile phone use is justifiably targeted as a cause of distraction-related accidents.\* However, other seemingly innocuous activities can also lead to a serious accident. These include:

- eating or drinking while driving
- interacting with a car music system
- attempting to retrieve an item from a storage compartment
- attempting to remove an insect from a vehicle
- looking at a passenger while holding a conversation
- distractions caused by pets or young children.

Avoiding this kind of accident is simple. Don't take your eyes off the road unless your car is stationary and not obstructing traffic, always make sure any children in your car are restrained by seatbelts and child seats, and when transporting pets, ensure they are restrained or placed in suitable crates or carriers.

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

*\*If you want a free MRA 'HANG UP AND DRIVE' sticker let us know and we'll send you one ... or two ... or more. Ed*

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### GLS PRIVATE MEMBER'S BILL

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Shadow Minister Lee Odenwalder presented the shadow cabinet's private member's bill to parliament on 2 May 2019. I am proud of the work the MRA has done in conjunction with the shadow cabinet in bringing this bill together. The Hansard documents his fair presentation, depth of understanding and desire to work with the Government for the sake of road safety in South Australia.

The bill outlined key features of a revised graduated licensing scheme (GLS) for South Australian motorcyclists. The shadow cabinet spent significant time and effort to create proposed legislation for safety reforms that will hopefully reduce the fatalities and serious injuries of South Australian motorcyclists.

Graeme Rawlins



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## 4 THINGS TO CONSIDER WHEN PURCHASING M/C BOOTS

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Naturally, there's a lot of focus on protecting the head when we talk about motorcycle safety gear. But in addition to a reliable motorbike helmet, it's worth considering the measures that you're going to employ to protect the part of your body that's in contact with the road the most – your feet.

While everyday casual boots might offer a degree of protection, they pale in comparison to the benefits of dedicated motorbike boots. If you're in the market for a proper pair of motorcycle boots (and you should be), here are a few things worth considering before you take the plunge.

### PRIORITISE PURPOSE

First things first, you'll need to work out exactly what you need from your motorbike boots. Just like regular shoes, different styles serve different purposes.

A touring rider who's spending a lot of time in the saddle might prefer a pair of street-style motorcycle boots that maximise comfort without compromising safety, whereas a rider who often finds themselves off-road and on trails would opt for a dedicated pair of adventure motorcycle boots. This style often incorporates abrasive-resistant plastic elements that offer optimum protection from any hazard you might come across, like rocks or downed tree branches. But due to their stiff sole unit, it might be necessary to also carry a pair of sneakers to change into when off the bike.

If you're a serious racer, you'll need something that's robust enough to handle the demands of the track.

### FOCUS ON FIT

When it comes to motorbike safety, you want your boot to fit snugly while still remaining comfortable. The primary purpose of a motorcycle boot is to reduce the range of motion in your foot that could potentially cause injury in the event of an accident. If a boot is too loose, you run the risk of it flying off after impact.

A tight fit is essential to prevent over-extension, and the subsequent damage it can cause. If you're trying on boots in-person, don't forget to wear the style of socks that you'll wear while riding your

motorbike. You'd be surprised by just how much space a pair of thick woollen socks will take up inside a boot.

### MATERIAL MATTERS

Not all motorcycle boots are created equal. When considering your options, consider materials and technology that may influence your needs. Look for high quality, thick leather reinforced by double- or triple-stitching. Remember, it doesn't matter how good the leather is if the stitching gets disintegrated by asphalt. If you're primarily riding your motorbike in hot weather, look for leather that's perforated or contains mesh cut-outs. Ventilation will keep your feet cool when you're on the road (not to mention help cut down on any unpleasant smells when you pull your boots off after a hard day of riding your motorbike).

Some motorcycle shoes may also come adorned with reinforced armour that serves a dual-purpose. They'll absorb road abrasion in the event of a slide, but they will also help prevent your foot and ankle from being crushed if your motorbike were to fall on top of you.

If you're riding in a wet climate, keep an eye out for boots that are lined with Gore-Tex – a proprietary technology that creates a waterproof layer that keeps your feet dry. Similarly, consider the material that the sole unit is made from – a Vibram sole is both slip- and abrasion-resistant.

### REACH FOR THE SKY

As a general rule, the higher the boot is, the more protection it will offer you in an accident. While short boots are available, and might be aesthetically attractive, unfortunately they're not the safest choice on the market. A full-height boot will go a long way to protecting your shins and calves from abrasions if they do happen to come in contact with the road.

Don't forget to put your best foot forward. Make sure your motorbike is fully covered by your insurance policy, and remember to select extras coverage that ensures that your riding gear is protected as well. That way you get to enjoy all the perks of riding without any of the worries.

*Adapted from*

*<https://www.swanninsurance.com.au/news/4-things-to-consider-when-purchasing-motorcycle-boots/>  
August 7, 2018*

## SHOULD WE ACCEPT AUTOMATED CARS ON THE ROAD?

Automated cars are coming, that's for sure. But we should not allow them on our public roads as long as they are not safe for all road users, including motorcyclists. Here FEMA's (the Federation of European Motorcycle Manufactures) Dolf Willigers explains the impact automated cars will have on motorcycle safety and what FEMA is doing on this issue.

"How will automated cars impact upon motorcycle safety?" This is the title of the newest ACEM position paper.. And it is a good question, one that we at FEMA have also asked after an incident in Norway in which a motorcycle, a Tesla and an Audi were involved. This was in 2016, and still we have to ask the same question: do automated cars, (that in fact at the moment are only on the public roads for test purposes) and cars equipped with so-called ADAS (Advanced Driver Assistance Systems) that are already quite common on the public roads, see motorcycles and do they react adequately to them?"

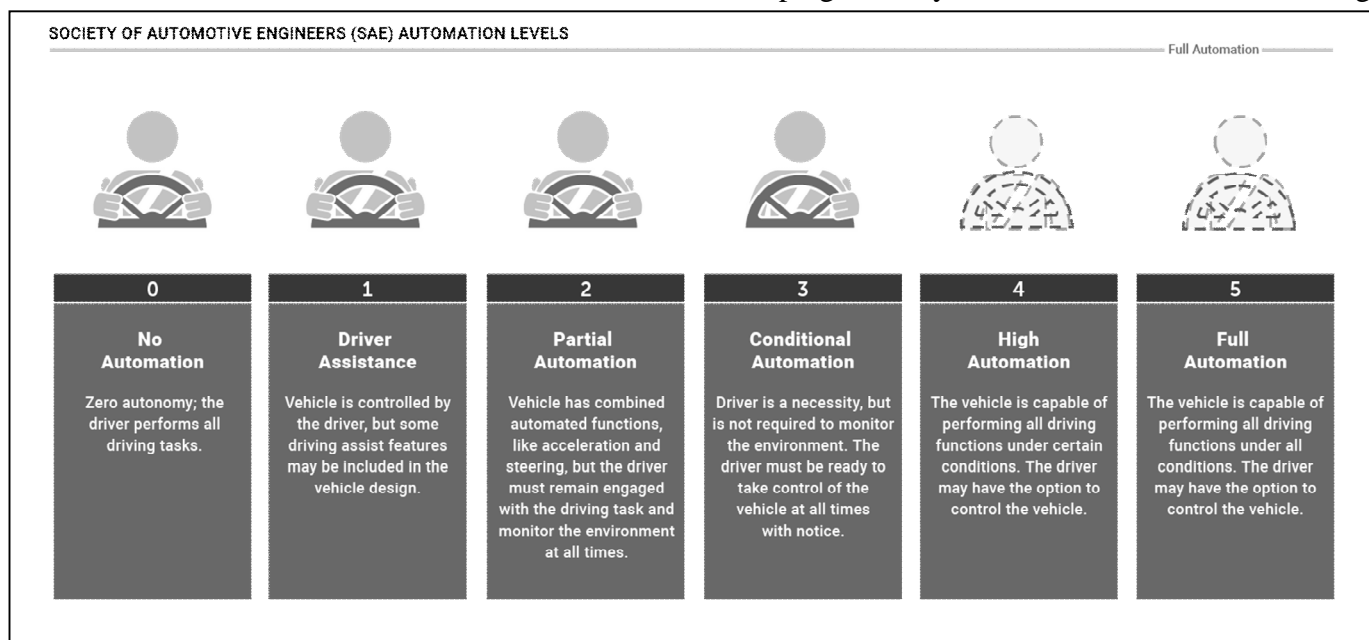


outcome of the tests was conclusive: cars with ACC did, in circumstances when the motorcycle is riding on the edge of the lane, not notice the motorcycle. This test is also mentioned in the ACEM position paper.

Other tests, not mentioned by ACEM, were performed in the USA by the AAA (American Automobile Association) in 2014. They showed a poor performance of blind spot assist systems in dealing with motorcycles.

Also in the USA, in 2016, John Lenkeit did research on the response of forward collision warning systems to motorcycles. Again, the results showed that these systems did not react adequately to motorcycles. For the record, we are not talking about automated cars (SAE Level 4 or 5) here, but this is about normal cars fitted with SAE Level 2 driver assist systems.

It is obvious that we cannot even think about autonomous-driving cars on our public roads when the base is not good. That base is the systems that are used in cars nowadays: lane keeping assist systems, forward collision warning



In 2018 we reported on the preliminary tests that the Netherlands Vehicle Authority (RDW) had done on the way cars that were fitted with Advanced Cruise Control (ACC) systems reacted to motorcycles. These tests were done after we expressed our concern to the RDW about the circumstances of the Norway accident. The

systems, advanced emergency brake systems, blind spot assistance systems et cetera. These systems are still not good enough. As long as this is the case, cars that rely on these techniques, which is any car that is supposed to be automated above SAE Level 2, should not be allowed on our roads.

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## MELBOURNE TO INCREASE NON-CAR ROAD SPACE

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The ACEM policy paper ends with several conclusions. Part of them I will quote here: *“Automation must not only improve convenience for drivers but also safety for all road users. According to their degree of automation, passenger cars must be able to recognise motorcycles and their inherent complex manoeuvres and react accordingly. Automated vehicles have to be able to recognise potential dangers and react appropriately. Now, instead of being designed solely with passenger car requirements in mind and to an even greater extent than in the past, all the sensors used will have to be designed and validated for motorcycles ... As well as improving the recognition capability of the sensor systems, development and validation will have to take into account the different driving dynamics of motorcycles. In a virtual environment, it will be necessary to consider motorcycles by means of a realistic and validated driving dynamics model.”*

FEMA fully supports the ACEM position paper and we will keep cooperating with all parties that work on motorcycle safety, including ACEM. FEMA is also selected to be part of the Single Platform for open-road testing and pre-deployment of cooperative, connected, automated and autonomous mobility (the CCAM platform) of the European Commission. This is an informal group of experts whose task it is to provide advice and support to the European Commission in the field of testing and pre-deployment activities for Cooperative, Connected, Automated and Autonomous Mobility (CCAM).

We were also part of the C-ITS Working Group. We will attend the ERTICO Workshop on ITS connectivity and we give our input in two advice groups of the European Commission: the Motorcycle Working Group (MCWG) and the Motor Vehicle Working Group (MVWG), where we already have asked questions about type-approval testing of car drivers' assistance systems with motorcycles.

Automated cars may be coming, be it not as soon as some want us to believe, but we are ready for them and we should not allow them on our public roads as long as they are not safe for all road users, including motorcyclists.

by Wim Taal - September 3, 2019 Courtesy FEMA

Melbourne is proposing a 10-year plan to deliver more space for pedestrians, public transport users and cyclists.

The plan will seek to create more than 50km of protected on-road bicycle lanes and establish pedestrian shared priority zones with lower speed limits.

Sally Capp, Lord Mayor of Melbourne, says: "The strategy, to be considered by councillors, aims to upgrade public space and amenity around major public transport hubs, increase space and accessibility for pedestrians and boost bicycle safety with dedicated bike lanes."

Over the next four years, protected bike lanes will be introduced on Exhibition Street, Latrobe Street Bridge and Rathdowne Street.

Other key projects include adding 300 new on-street motorcycle parking spaces and working with the Victorian Government to deliver consistent 40 km/h vehicle speed limits across the municipality.

Councillor Nicolas Frances Gilley, chairman of the transport portfolio, says inconsistent speed zones on local streets within the municipality – as well as neighbouring ones – is a challenge for drivers.

"Parkville, Yarra's Edge and other city fringe suburbs are all built-up areas with schools, shops, parks and lots of pedestrians and cyclists," he continues. "By bringing them into line with 40km/h it would be much simpler for motorists, will avoid dangerous sudden stoppages and be much safer for people walking and riding bikes."

A collaboration with the Victorian Government will review traffic signal timing to reduce delays for people using the network, including those using trams, buses and bikes.

Additionally, the council is hoping to lower the speed limits for some 'little streets' to 10km/h to improve safety for people walking in the city centre.

Courtesy ITS International November 2019

## ARE AUSTRALIAN ROADS READY FOR AVs?

Adding edge lines, lane lines and centrelines; ensuring lines have good contrast; and revising electronic speed signs are some of the recommendations to prepare Australian roads for automated vehicles outlined in a series of new Austroads reports.

Austroads has released a series of reports that examine the readiness of Australian and New Zealand highways and freeways to support automated vehicles.

The reports follow on from previous work by Austroads and other agencies which studied how well automated vehicles could read existing line marking and road signs.

Program Manager, Future Vehicles and Technology, Austroads, John Wall, said the project involved an extensive road audit that assessed how well vehicle machine vision systems could interpret more than eight million line segments and 8,000 signs on a 25,000km sample of the Australasian road network.

“This followed on from a review of available literature and engaging with local and international industry stakeholders to become better informed on the latest technology and standards for automated vehicles worldwide.

“We also interviewed road agencies and found the single most important factor preventing them from updating detailed asset standards to reflect the needs of automated vehicles was the lack of clear guidance.

“Data captured from vehicle sensors was also examined to consider whether it could supplement some asset condition information road agencies collect.”

Detailed project actions, specifications and findings have been documented in five reports, with recommendations including:

- Adding edge lines, lane lines and centrelines to roads that do not have them
- Ensuring these lines have good contrast with the road surface and are regularly maintained

- Revising electronic speed signs so they can be easily interpreted by machine vision systems.

Initial guidance on thresholds for line marking width and reflectivity, and sign maintenance, has also been provided to assist road agencies when they update their asset standards.

“We found that most freeways and highways of Australia and New Zealand can support Advanced Driver Assistance Systems (ADAS) such as lane-keeping assistance, particularly when there are high-quality lines,” Mr Wall said.

“Achieving readiness for more highly automated driving will require a combination of smarter vehicles, changes to infrastructure, and improved infrastructure operations and maintenance practices.”

Vehicle automation on highways is expected to lead to improved road safety and significantly reduced risk of accidents, vehicle emissions and driver workload.

Courtesy Infrastructure Magazine October 2019

## HANDS-OFF CORNERS

A Spanish motorcycle rider has been the subject of an investigation for reckless driving after posting videos online.

The rider put a number of photos as well as a video of himself on his motorcycle on a number of popular social media sites. Police spotted the video and were rather perturbed, as it showed the rider travelling at high speed along a stretch of road noted for its high crash rate.

At one point the rider took one of his hands off the handlebars to touch the road while rounding a curve. Police officers thought this was a dangerous activity and began investigating to find the name of the rider so that suitable charges could be placed.

Courtesy World Highways Route du Monde

**On my tombstone they will carve:  
"IT NEVER GOT FAST ENOUGH  
FOR ME."**

**Anon**

## **FRENCH RESEARCH: 'MORE BIKES MEANS LESS CONTAMINATION'**

For years the French motorcyclists' organisation FFMC has been promoting the idea that increased motorcycle use means fewer traffic jams and less contamination. A report from the French National Agency for Food, Environment and Occupational Health and Safety scientifically confirms this position.

It is now scientifically proven by ANSES: more powered two- and three-wheelers on the road would help to improve air quality in urban areas.

- A powered two- or three-wheeler is four times lighter than a current car; it takes four times less space and two or three times less time than a car for the same travel in urban areas.
- A powered two- or three-wheeler rider means a user out of public transports, which are already full in town at peak hours.
- A powered two- or three-wheeler rider is not responsible for the 15 to 20 billion Euros lost in traffic jams in France each year.



For years FEMA member FFMC has been promoting the idea that more two-wheelers mean fewer traffic jams and less contamination. A report from the French National

Agency for Food, Environment and Occupational Health and Safety (ANSES) scientifically confirms this position. It should be noted that this report was commissioned by the French Ministry of Health and the Ministry of Ecology, which immediately eliminates any suspicion of favouritism towards the powered two- and three-wheelers.

For this study, ANSES has started with an 'inventory of ambient air pollution by particles and road traffic': where the pollutants come from, who produces them, when, how, et cetera. The rest of the report describes three scenarios for changes in air quality with increasingly positive effects:

- Scenario 1: Generalisation of the particulate filter on cars.

- Scenario 2: Alternative technologies (massive electrification).
- Scenario 3: Ambition Air

The most ambitious scenario, recommended by ANSES, called Ambition Air, recommends a 50% growth in two-wheelers (petrol and electric) traffic. More specifically, the recommendation is a 24% reduction in traffic of passenger cars, 20% in light commercial vehicles and trucks, offset by a 75% increase in diesel and electric bus traffic, and a 50% increase in two-wheeler traffic (petrol and electric).

From the report: 'Motorised two-wheeler traffic is already increasing considerably in some congested urban areas. Their high contribution to VOC (volatile organic compounds) emissions is expected to decrease with regulatory change and the promotion of electric two-wheelers'.

Admittedly, it is still only a matter of making a transition to softer mobility, eventually to neutrality, and not just carbon. Nevertheless, the scientific community's recognition of the advantages of powered two-wheelers in urban traffic – defended by the FFMC alongside FEMA and other motorcyclists' associations in Europe – can be an important step forward in our dialogues with public authorities.

*by Wim Taal - August 27, 2019 Courtesy FEMA*

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## **MOTORCYCLING COMMUNITY ENGAGEMENT PANEL**

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The Victorian Government wants to engage with its motorcycling community more closely and is setting up a panel which will include five government representatives and six motorcycle community members to "provide insights and advice to help inform the direction of motorcycle safety and initiatives in Victoria".

The panel will meet four times a year to help the government "create initiatives that are recommended, endorsed and championed by people who understand the motorcycling community best".

Let's hope that the panel includes government representatives with some motorcycling experience. Now that would make sense.

**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 Maroin 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)

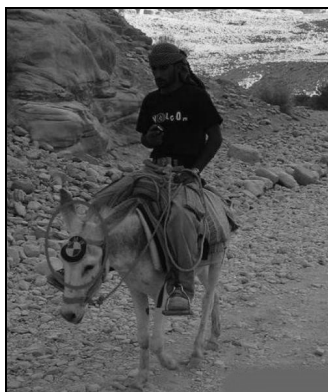
Road Statistics from SAPOL. [http://www.sapolice.sa.gov.au/sapol/road\\_safety/road\\_statistics.jsp](http://www.sapolice.sa.gov.au/sapol/road_safety/road_statistics.jsp)

**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**

Until the Dream Comes True



Best Friends

**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 \_\_\_\_ / \_\_\_\_ / 2018 Signature \_\_\_\_\_

**MEMBERSHIP FEES: CIRCLE ONE**

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

Payment by: Cheque  Money Order  or debit my Visa  MasterCard

-     -     -

Amount \$ \_\_\_\_\_ - 00 Expiry date \_\_\_\_ / \_\_\_\_

Name as printed on card \_\_\_\_\_

Signature \_\_\_\_\_



**THINK!**

**ROAD SAFETY**



**Government of South Australia**

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