

# SIDESTAND

## A MESSAGE FROM THE EDITOR

Well, after thinking that my magazine editing days were over, I had to think again, and would you believe it, I volunteered to put the September issue together and they all went and let me do it. Couldn't they tell that I was only filling in a pregnant silence in the meeting? So here it is. The feedback about the first SIDESTAND was all positive so we will be keeping it going in its current guise for the time being and your input will still be welcome, as content and on the content. We will give you what we get and if it's not enough for you, then send something in. Someone else will do it for December, so if you're interested, let me know.

Ride Safe, Harald

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## PRESIDENT'S REPORT

by Harald Lindemann

This has been a fairly active period for us. Here is a run down of some of the things in which we have been involved.

### Motorcycle Safety Forum 11 June

This was organised by SAPOL and the Ulysses to get all groups interested in motorcycle safety together to discuss the issues involved. About 30 people were there including police, road safety researchers, bureaucrats, rider representatives and the trade. Surprisingly most of the people present were current riders. The forum was opened by Minister Michael Knight, who in a moment of ignorance asked why we didn't have front number plates on bikes. It did get better from there on.

For me the most interesting thing about the forum and the thing that made it worthwhile, was that all of the groups involved agreed that the most useful thing that could be done to counter the road toll was to provide better learning opportunities for riders to become better and safer riders. As one copper put it, the bike cops are so good at what they do because they have been trained to be that good. Without the training they'd be just another rider. Remind me - just what have we been saying all these years?

The final job of the forum was to make recommendations to the Minister about the framework of public input into road safety issues.  
*More about the Forum on Page 9.*

### Hills Community Forum 22 July

This was one of a series of forums organised by the Adelaide Hills Community Road Safety Group which received a grant to raise awareness of road safety in their area and chose to hold a number of forums to raise awareness of Motorcycle safety in the Hills.

This forum was approached with a bit of caution as most of the publicity regarding motorcycle safety in the Hills tends to be a bit anti-motorcycling. The one we went to had about 15 people present, mostly bikers and generally talked about the issues in the Hills from a bikers perspective and provided the convenors hopefully, with some insights. I felt that much of what was discussed was really beating the same old drum and that it really was time to act on some of the information received rather than spend a lot of energy continuing to gather the same info all the time. We'll see what will come of it. We have a representative on the Group and will let you know.

### Glenelg Parking

Chris Hume-Phillips has been doing a fair bit of liaison with the Holdfast Bay City Council regarding the loss of Jetty Road parking spaces and some good work to get them to see bikers as normal people. *(We are too! Ed)* This has resulted in the allocation of some

unusable car parking areas as bike parking areas, although we will dispute how useful some of these places might be due to their proximity away from the busy areas of Glenelg and the number of bike parks they actually represent. But it is a start. More on this once we have definite news.

*More about this on Page 5*

### Youth Road Safety Forum

Les Dicker attended a Youth Road Safety Forum recently which was convened by the Australian College of Road Safety. Les reported that while there was nothing substantial said about motorcycle safety for the up and coming road users, the lunch was all right.

<<<<◇>>>>

We have also been asked to comment on radio and for the print media on issues coming out as a result of the Motorcycle Road Safety Forum.

Stay Upright  
Harald

## MEMBERSHIP REPORT

by Rick Stadler

Despite a few hiccoughs we are gradually catching up with memberships. By now everyone that is current should have received a new card and renewal letters have been sent to recently lapsed members. We are set up now to provide cards fairly promptly and we have sourced a better laminating pocket so the new cards should be a neat credit card size and quite robust.

Chris has been doing some excellent work on improving the database and we are hopeful this will streamline the memberships. The ultimate goal is to be able to produce new and renewed membership cards at the Toy Run. I am confident we will achieve this and have things set up so members will be able to renew and have their new card straight away on the day.

Since sending the letters and cards we have received 11 new memberships and 22 renewals.

Unfortunately there have been many returns from members who have changed address and we have lost contact. Below is a list of the people and the suburb we have on file that we have been unable to contact. If anyone knows anyone on the list could you let us know or let the people know to contact us.

Mr A. Briggs	Morphett Vale
Mr L. Ferenczi	Wynn Vale
Ms B. Summerfield	Mt Gambier
Mr R. Stewart	Oakden
Mr T. Williams	Osborne
Mr A. French	Two Wells
Mr C. Louder	Banksia Parks
Mr D. Lawrence	Lamaroo
Mr G. Fahlbusch	Kapunda

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## ROAD SAFETY REPORT

by Sean McPherson

Recently I was invited to attend the "Road Skills" advanced rider course, so I had an early start to Mallala and a brief scrutineering session which concluded with a tape-up of headlights & mirrors.

Time for a quick cup of coffee, a nervous widdle & introductory theory session and it was out onto the track for the first practical exercise. Note : put earplugs in AFTER receiving instructions & you won't look like a goose when you stuff up.

The instructors are extremely professional in their manner, this being reinforced by the fact that I knew some of them personally but I was treated no differently to any other pupil. Mistakes & bad habits were politely pointed out with directions on how to correct them. I have never been comfortable with "slalom" type exercises, but by the end of the session my instructor commented on how I was able to "flick" such a big bike around with ease (Major confidence builder!).

The day was broken up with alternate theory & practical sessions, as well as an excellent cold lunch included in the price and what I've learned has already saved my skin a couple of times so it is easily justified!

At the end of the day a free session is allowed I went apeshit but chose to end it early as I had a second gear problem and because of the nature of Mallala's corners I didn't want to a)come to grief, & b)spoil anyone else's fun. This gave me a little time to talk with the organisers about the nitty-gritty.

That evening I went up to do my survey on Mt. Barker Rd. and had no misgivings about any corner!

The Adelaide Hills Community Road Safety Group have had their motorcycle meetings and the information gleaned is in the process of being tabled. It was good to see that the people who attended were mostly bikers so I guess we have a genuine interest in staying alive.

The AMC conference was held in July, our own Sammi Ross elected as President (Madam President) and myself as secretary (Rightly so, she should have a male Secretary). More information will come in a later issue regarding the conference once I have finished the minutes and because of space being a problem at the moment.

Bye for now. Put your reading glasses on next issue as both reports will be extensive.

Go out and check your tyre pressures.

SEAN

## MOTOR CYCLE SAFETY IN ADELAIDE HILLS

- an open letter from Paul Simons

Thank you for attending one of our recent community forums discussing the important issue of motor cycle safety in the Adelaide Hills.

The forums were extremely valuable to the Adelaide Hills Community Road Safety Group and highlighted a range of issues including poor road user behaviour (both riders and drivers), the need for ongoing education and training, and need for road authorities to have a greater awareness of motor cycling issues.

In the coming month or so the Community Group will prepare a Strategic Plan addressing motor cycle safety in the Hills. The Plan will be prepared in consultation with major stakeholders, including both Councils, Transport SA, the Police and motor cycling groups.

The Adelaide Hills Community Road Safety Group is an independent and voluntary organisation which aims to reduce the road toll throughout the Hills area. In the past years we have coordinated several general road safety awareness campaigns, and we were involved with the introduction of 80 km/h speed limits throughout the Hills.

As a voluntary organisation we are obviously always keen for new members who are concerned over the level of road trauma in our region. If you are interested in joining the Community Road Safety Group, please give me a call on 8273 3100 (work) or 8370 8302 (home). I can also be contacted on the following email [p\\_simons@picknowl.com.au](mailto:p_simons@picknowl.com.au).

The Group typically meets on the first Tuesday of each month at the Old Mill in Hahndorf. Meetings are reasonably informal and commence at 6:00pm. Our next meeting is on Tuesday 2<sup>nd</sup> September and I have enclosed a copy of our agenda. If you want to come along please give me a call.

## NEWS BITS

### NEW POLICE COMMISSIONER

The new Police Commissioner replacing Roger Zeuner is Graham Lough (pronounced Luff). We all know how anti motorcycling Commissioner Zeuner was, particularly regarding his crusade for bringing back front number plates, on which he was incessant. Word has it the Commissioner Lough is a bit more flexible in his attitude, meaning that he will listen to opposing opinions. We will see how it goes.

## RALLY REPORTS

by Les Dicker

### Radiata Rally 2003

This year's Radiata Rally, organised by the South East Register, saw it return to the former site at Rennick, which is just across the border from Mount Gambier. There was a good attendance at this rally as it has the reputation for being one of the best winter rallies in SA. The road across the border to Rennick goes through dense forest and there was lots of wildlife hopping across in front of me as I rode along! The site is in scrubland and has many excellent campsites among the trees. There's no lack of firewood for campfires either, so once you've erected your tent you can soon be making a billy of tea.

Despite the fact that the flyer said this was a back to basics rally the organisers decided to provide some marvellous catering, so that I didn't use all the food that I had brought with me. The Saturday night dinner was especially well done with all you could eat for \$5! Plus there was lots of drinks and confectionary available. Unfortunately I forgot to bring along some MRA stock for the raffle, although there were quite a lot of prizes that the organisers had obtained from local businesses. I won a beanie and a biro! Also, I forgot to take the Whale Joke Badges with me, so we never got to induct any new rally virgins into the royal and ancient order!

Fortunately the weather was kind and it was quite enjoyable both riding and camping down there, although it did, of course, get cold at night. As long as I can I'll continue to go to the Radiata Rally as it's a really good ride down there and the locals in the South East Register are always very friendly and give you lots of old fashioned hospitality!

### Alzheimer's Rally 2003.

Speaking of hospitality -once again we were the guests of Feral and Meataxe at the Sedan site for this popular event, which is just great for day tripping! The good thing about day tripping is that just like Saddam's weapons of mass destruction I can be deployed in 45 minutes! We had a good look around Feral's property, but I can't remember a thing about it!

The gymkhana was most memorable for the industrial strength balloons that just didn't want to burst no matter how roughly they were treated!

This is definitely a bring your own everything rally as there is no catering at all, fresh water, firewood and toilets are all that is supplied.

This year there was a limited number of handmade stubby holders for sale that had the rally badge design painted on it, so managed to get one of them as a souvenir of the event. And of course Meataxe had organised lots of great prizes for the raffle, there was even a barrel of port that had the Ulysses Club logo on it! Fancy waking up with a hangover and seeing that!

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## MORE RALLIES

### OTHER RALLIES COMING UP

**Redback Rally** at Overland Corner, 18-19 October  
For info call Ivan 0403 210 925

**SA Ranges Rally** at farina Campsite near Lyndhurst, 25-26 October For info call Beetle 8269 7921

**WIMA Pink Ribbon Run**, 26 October  
For info call Wayne 8367 8364

**Route 12 Rally** at Pinnaroo, 1-2 November  
For info call Chris 8577 8568

**Cavendish Rally** in Victoria, 22-23 November  
For info call Grant 03 9742 6668

## MRA MEETINGS COMING UP

### OCTOBER

Committee Meeting 13<sup>th</sup> RSL

Toy Run Meeting 20<sup>th</sup> 31 Blount St Blair Athol

Social Sips 20<sup>th</sup> Alma Hotel Norwood

### NOVEMBER

Toy Run Meeting 3<sup>rd</sup> 31 Blount St Blair Athol

Committee Meeting 10<sup>th</sup> RSL

Toy Run Meeting 17<sup>th</sup> 31 Blount St Blair Athol

General Meeting 24<sup>th</sup> RSL

### DECEMBER

Toy Run Committee 1<sup>st</sup> 31 Blount St Blair Athol

Committee Meeting 8<sup>th</sup> 31 Blount St Blair Athol

Toy Run Meeting 15<sup>th</sup> 31 Blount St Blair Athol

Christmas Drinks 22<sup>nd</sup> RSL

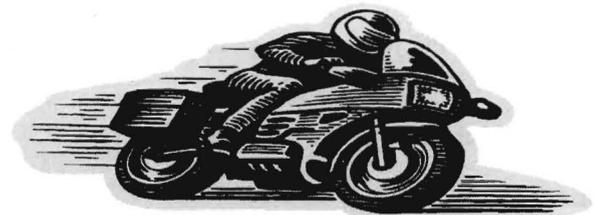
Committee and General Meetings are usually held at the Gilles Plains & Hampstead RSL Sub-Branch on Bennet Avenue, Manningham

## SAMRATS RUNS

The FIVE FERRIES RUN will be held on Sunday November 16<sup>th</sup> leaving Povey Motors on Tolley Road St. Agnes at 10.00am. We will be holding a Poker Run with proceeds going to the Leukaemia Foundation.

The Run is about 300km in distance, crossing over the Murray River by ferry at Wellington, Walker's Flat, Swan Reach, Tailem Bend and Mannum but not necessarily in that order. Join us anywhere along the route.

For more information call Tim Hunt on 0422 416 107  
See You There.



## CRASH REPORTING CHANGES PROPOSED

By Peter Mount

Transport SA (TSA) is considering a proposal to change crash reporting criteria. The objective is to come into line with the 1999 revision of the Australian Road Rules, and to free up resources that are currently absorbed in processing large volumes of crash data.

Existing legislation requires motorists to report a crash to police if the total damage is more than \$1000. This legislation was amended in 1988 when the threshold was raised from \$300 to \$600, and in 1998 when it was raised to its present level. The sole reason for the changes was to contain the escalating number of road crash reports, and hence the processing costs. Although successful to some degree, report numbers and costs continued to rise.

TSA discontinued location referencing of 35% of road crash reports in 2000 in a bid to reduce the processing demands of the large volume of raw data, but this has resulted in significant gaps in location-specific data which in turn has affected TSA's capacity to determine appropriate safety strategies.

TSA believes a new approach is warranted, based on the Australian Road Rules criteria, which require motorists to report a crash to police only if there is an injury or if a vehicle is towed or carried away. TSA is of the opinion that tow-away crashes will provide adequate and representative data relating to major crashes while minimising the subjective assessment of property damage costs.

TSA argues that this method of data collection will eliminate costs associated with minor injury and property damage reports, and allow those resources to be applied to major problem areas such as seatbelts, drink driving and speed and, in particular, to focus more effectively upon addressing the requirements of the federal government's Black Spot program and the National Road Safety Strategy (NRSS).

There are pros and cons to the proposal, and without responding in detail to every point, a number on each side should be considered.

### Pro

- Alignment with the Australian Road Rules will reflect progress towards national uniformity in data collection - an eminently desirable objective identified by the NRSS Panel in 1996 as integral to a successful national road safety program.
- Given that road safety resources are limited, it is both logical and appropriate to allocate them where gain can be maximised (on the implicit understanding, of course, that the safety of all road user groups are taken into consideration). This will also facilitate a greater application of resources in primary areas such as black spots, shoulder sealing and roadside hazards.

- The reduction in data volume will free up more resources for the "resource pool".
- Subjective (and therefore potentially unreliable - at least to some degree) property damage assessment will be eliminated from data collation with a consequential improvement in statistical quality.

### Con

- The identification of danger zones or high risk areas will only occur after road crashes, which conflicts with the Zero Vision concept of early preventative action or zone treatment. Post-crash risk identification is also at odds (in part) with the accepted value and purpose of road safety audits.
- The reduction in data volume could obscure the identification of potential danger zones or high risk areas.
- Changing the way data is obtained is not necessarily conducive to legitimately achieving the objective of a 40% reduction in road fatalities by 2010 (i.e. 5.6 fatalities per 100,000 population, which is the objective of the NRSS). This sounds more like a furphy or merely statistical game-playing.
- I am not convinced that focusing more resources on seat belts, drink driving and speed will have the effect TSA suggests (22% reduction in fatalities). This figure (among others) was hypothesised about four years ago; since that time, more resources have, indeed, been applied to those areas with significant success, to the point that maintaining, rather than increasing, current resource allocation will see a continuation of those programs whilst enabling other available resources to be applied in potentially more effective, and clearly innovative, ways.

To my mind it appears dubious whether the proposal would succeed in its objective, for that success would depend on other factors, such as how and where any freed resources were awarded, and whether an improved national system of data management were developed which could utilise the (presumably) higher quality of SA data available. There's no point in having better data if the system to use it does not exist or is not up to scratch.

I would also be concerned that, given the quality of motorcycle crash data currently obtained and, of far greater importance, how it is utilised (or rather, not) in addressing the specific safety issues of motorcyclists, we could be even further disadvantaged by this proposal in that our crashes might not feature so prominently within "major crash" and Black Spot criteria.

We all understand there are limited resources for road safety programs. However, it is likely that the proposal will focus these resources on the major crash groups - cars, trucks and buses - as being the most cost-effective use of funds, and provide little, if anything, for motorcycle safety.

... cont. page 6 →

On the other hand, nothing seriously constructive this side of rhetoric is being done for motorcyclists at the moment anyway, and no change will occur without the willingness to change (even though change might not work, it identifies what doesn't work, and therein lies progress, provided change does not occur purely for its own sake).

TSA has identified that the current system is not working, and has suggested change. Perhaps we should try it on for size, keep an open mind, and work hard to ensure that the above points are seriously taken into consideration. We don't have anything to lose, do we?

## LETTER

Good day all

Most of you all will realize that it is show week here in Adelaide.

On Friday (29/08/03) about 5.30 pm I was travelling home when I was almost cleaned up by a car going through a red light. Luckily for me there was a good witness. A Police officer. He pulled the driver over and had a good talk to him. I wanted to 'talk' to him as well but the police officer wouldn't let me near him. I don't know why!

The driver's story was, as told to me by the copper ...

He, with the family (mum and three kids) in tow, had left Broken Hill at 4.00 am that morning to take them to the show. They arrived in Adelaide at 9.30 am and went to the show for about eight hours. When the almost accident happened they were returning home to Broken Hill. The driver stated that they would be home about midnight. That meant that the driver would have had to awake for over twenty hours. The copper booked the driver for dangerous driving, going through a red light and failing to wear a seat belt. Nothing could be done about the long hours that he would be awake. The copper even suggested to the driver that he couldn't care much for his family as there is a possibility that they might not all make it home.

The point that I'm trying to get across here is ...  
Ride / drive even more carefully than you do as there are more of these morons around show time on the road.

Got to go now  
Stay safe  
Tom Griffin



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## GLENELG MOTORCYCLE PARKING

by Harald Lindemann

Earlier this year the Holdfast City Council decided to close down some dedicated motorcycle parking on Colley Terrace near the Post Office. This was ostensibly due to complaints from residents concerned about the noise and the possible threats concerned with having bikers hanging around the street. This was in opposition to the local shop keepers who valued their clientele. A survey of locals and shopkeepers found little support for the closure of the spaces.

After hearing about this and talking to motorcyclists about the issue, the MRA through the offices of Committee member Chris Hume-Phillips made approaches to the Council Engineers Department which consulted with the Jetty Road Mainstreet Board and other stakeholders on the issue. The Board agreed that motorcycle parking was necessary and considered both on-street and off-street parking options.

The preferred option was off-street parking which allowed for the Council to dedicate a number of motorcycle parking bays in the Glenelg area. It was thought that this would alleviate a problem for motorcyclists and encourage legal parking at Glenelg.

These areas were to be found by utilising parking spaces which are too small for car parking. The following spaces were initially suggested :

- Colley Terrace , 3 car parking bays
- Elizabeth Street, 2 car parking bays
- Partridge Street, 2 car parking bays
- Cowper Street, 2 car parking bays.

A total of 45 spaces for according to the report. Motorcyclists would not be charged for parking and the safety of the bikes would be considered in preparing the bays for the use of motorcycles. Bikes would still be allowed to park in car parks for the requisite fee but not be allowed to share the space. This was all recommended to Council.

This is good news for bikers and shows a sympathetic consideration of a community need from the Council. The result, however, is not without its own issues. The MRA questions the ability of these designated spaces to cater for 45 bikes. Because of the use of spaces too small for cars it is more likely to suit 2-3 motorcycles rather than the suggested 5 per parking space (esp. Colley Tce.). Some of the existing car parking bays suggested will provide only 2 spaces for bikes being 45° angle parks rather than parallel parks which allow for bike side by side ranking.

The MRA has drawn this problem to Council's attention as well as other safety aspects re theft and damage to bikes. We will continue to monitor and advise on this issue to make sure that the final outcome is useful to motorcyclists. Part of the exercise is to educate people who generally have no dealings with motorcyclists or knowledge of motorcycle culture.

## AMC CONFERENCE

by Peter Mount

A total of 22 people attended the AMC Conference at Launceston on July 12. The group consisted of delegates from MRA Tas, MRA ACT, MRA SA, MRA WA, Ulysses, Tasmanian Motorcycle Council and NSW Motorcycle Council, Executive Committee members, AMC representatives and local observers.



**AMC CONFERENCE LAUNCESTON 12/7/2003**

*L-R Back Row : Warren Buffett (NSW NCC), Neville Gray (AMC/Ulysses), Sean McPherson (AMC/MRASA), Middle Row : Graham Hart (Tas), Geoff Ingram, Marianne Hart (Tas), Guy Stanford (NSW MCC), Mark Hines (MRA Tas), David Closs (MRA Tas), Sammi Ross (AMC), Barry Whittington (MRA WA), Richard Gray (AMC/MRA ACT) Blythe Osborne (AMC), John Schiebl (AMC/TMC), Front Row : Ros Caldana (AMC), Chris Cook (MRA Tas), Peter Mount (AMC/MRASA)*

NSW MCC's application for Constituent Membership was accepted; TMC expressed a desire to join, but membership was deferred until the embryonic group was more firmly established in Tasmania.

The following are the significant matters discussed:

**Tanks.** Plastic tanks have not yet been approved under Australian Design Rules (ADRs).

**Brake lines.** Braided brake lines have been approved.

**VDUs.** With the exceptions of taxis and emergency vehicles, drivers must not be able to see visual display units (VDUs). There is a lack of clarity of how motorcyclists may be affected by this ruling.

**Lights On.** Australian governments are renewing attempts to introduce daytime running lights (DRLs) for all vehicles, notwithstanding an abundance of global evidence denying any effectiveness of DRLs, most notably in Sweden, where it all started. DRL pushers could use type approval (where only parts, tyres and attachments approved by manufacturers for individual motorcycle models can be used), European Standards harmonisation and homologation requirements as a backdoor method of forcing DRLs into Australia.

**ADRs.** Waivers from compliance with ADRs are not legal.

**Underrun barriers.** Truck underrun barriers are still in the pipeline (it's a very long pipeline).

**Diesel.** Motorcyclists' concerns regarding diesel spillage from trucks are not considered significant.

**Helmets.** The proposal to eliminate the helmet penetration test from AS1698 and include a "deemed to comply" clause to allow European helmets to be used in Australia is being delayed to address concerns regarding contractual obligations and opportunities within Australian testing facilities. Helmet retention systems are also being examined. No joy on helmet exemptions in WA.

**Road paint.** The Standard for road marking paint is now out, with a minimum skid resistance of 45 BPN for all types of paint. For motorcyclists, this is "a good thing", but it has already been shown that road authorities and contractors will have to be reminded from time to time of their responsibility to comply with the Standard.

**Barriers.** The Road Safety Barrier Systems manual (co-written by an AMC representative) that will advise road engineers on how to apply the Standard to accommodate the needs of specific road user groups (which include motorcyclists) will be published in August this year. Rider organisations are advised to familiarise themselves with both the Manual and the Standard to ensure compliance with recommended practice.

**Black Spots.** Remedial work to improve the safety of some Black Spots has been found to cause more hazards than it cures. However, government funding to fix the second set of problems is rarely more than 25% of that required, with the consequence that the problems are not satisfactorily rectified.

**M/c safety.** It was noted that, by not addressing motorcycle safety, authorities would be actively jeopardising it.

**Noise.** The government group responsible for reviewing motor vehicle noise now appears to be heavily weighted in favour of EPA (and similar) representatives, with a predictable outcome in deliberations.

**Crash reports.** AMC appears to be the only body still interested in developing nationally-uniform police crash reports. Reports from WA, NSW, NT, Qld and ACT are still required for AMC to develop and recommend a model to the Australian Transport Safety Bureau (ATSB).

**Rider training.** ATSB is arguing that, despite rider training, the number of casualties has increased, therefore rider training doesn't work. However, the ATSB data is misleading and incorrectly interpreted, for although the raw number of casualties has risen, the number of motorcyclists has also risen, and when the percentages are compared, it turns out that the crash rate has actually fallen in most age groups. For example, there has been a 57% increase in the number of older riders, but only an 8% increase in fatalities. Lobbying by NSW MCC has resulted in older riders being allowed to forego the overly-rigorous testing procedure in favour of an "in traffic" test. Despite these statistics, Tasmania is considering mandatory retraining and testing of older riders. ...cont page 8 →

**Rural crashes.** Contrary to common belief, about 50% of rural crashes (all kinds) involve country residents. It was noted that, for statistical purposes, or possibly mere convenience in preparing reports, including those for the media, all-terrain-vehicle (ATV) crashes, primarily in farming and recreational situations, are classified as motorcycle crashes, and are therefore skewing the statistics.

**ATVs.** Some individuals or bodies are suggesting ATVs should have rollover cages and that riders wear helmets. Although the industry supports the use of approved helmets in racing and recreational use, it doesn't support the suggestions in any other context. Farmers and graziers won't use a helmet when they're working on their property, cages would make the vehicles more susceptible to rollovers by raising the centre of gravity and would most likely dictate higher seats and seatbelts, and making the vehicles lower and wider would reduce their usefulness. Cages could not be retro-fitted to Australia's 200,000 vehicles.



**AMC CONFERENCE LAUNCESTON 12/7/2003**

*L-R Ray Newland (RCAI), Peter Mount (AMC/MRASA), Blythe Osborne (AMC/TLG Rep), Lynne Newland, John Scheibl (AMC/MRA TMC), Ros Caldana (AMC), Guy Stanford (NSW MCC), Mrs Gray, Richard Gray (AMC/MRA ACT), Warren Buffett (NSW MCC).*

**Front plates.** To date, \$60m has been spent on investigating front numberplates (FNP) for motorcycles. A Monash University paper estimates the cost of implementing the proposal at \$14m, with the increased return from speeding fines at \$250,000 p.a. NSW is investigating silicon chips embedded in numberplates to provide instant data on vehicle rego, driver licence and other, possibly confidential, info. WA government is still pushing for FNP but is having difficulty (along with meeting significant resistance from motorcyclists) due to the "owner onus" law which makes the vehicle owner responsible for all penalties regardless of who was using it.

**LAMs.** The SA government has commenced investigation of the "learner-approved-motorcycle" (LAMs) concept proposed by MRA SA, the AMC and other rider groups around the country. LAMs are intended to replace the 250cc learner/P-plate limit with bikes that comply with a certain power-to-weight ratio (probably somewhere between 150 and 165 kW/tonne) and no capacity limit. NSW, ACT and Victoria have

introduced LAMs with no adverse effect on learner crashes (although Vic has retained the 250cc limit).

**Vic levy.** The bulk of the money raised from the \$50 annual levy imposed on Victorian motorcyclists last year will be used to remedy motorcycle "black spots". The Victorian Motorcycle Advisory Council (VMAC) will act as advisers and coordinators of the expenditure. The levy is intended to remain in place for only three years. Other states and territories are not considering a similar impost.

**Female riders.** The questionnaire developed by the AMC to determine gender-related motorcycle safety issues has been scrapped by ATSB; however, AMC will recommend that gender-specific data be included in all statistical and reporting procedures. ATSB will issue a report on female riders in about a month. Sammi Ross has been accepted as the women's representative on the ATSB's Motorcycle Safety Consultative Committee (ConCom).

**White posts.** There are various designs of flexible and collapsible white road delineation posts throughout Australia, but their effect on motorcyclists is not known. AMC members are to monitor and report.

**SAMAC.** As a result of the SA Motorcycle Safety Forum in May, there appears to be some progress towards the establishment of a state Motorcycle Advisory Council, with development meetings planned for the near future.

**Speed limiters.** The proposal for motorcycle-specific speed limiting devices is still on the NSW government's agenda but, apart from practical considerations and their potential to cause more harm than they prevent, concerns have been raised regarding civil liberties.

**Airbags.** The motorcycle airbag argument will not deflate, and the devices are currently being developed, notwithstanding that, in testing to date, they inflict more harm on the rider than he/she would otherwise suffer. Their effectiveness is considered to be blown out of proportion. The AMC and the Federal Chamber of Automotive Industries (FCAI) will liaise closely on this matter.

**Signage.** The AMC is currently arguing for Standards Australia to include motorcycle-specific hazard warning signs within its formal road signage code. Signs advising of slippery conditions ahead (which could be gravel, ice, wooden bridges etc.), longitudinal grooves (caused by road scarifiers, paving etc.) off-camber corners and the like (what about a "Volvo Encounter Probability Factor"?) would benefit motorcyclists, particularly in hilly regions. NSW and Victoria already have them in place, and SA is considering them. The problems foreseen are the signs being souvenired, determination of motorcycle hazard levels and national uniformity.

**Special training.** AMC is considering the adoption of a proposal for voluntary training in sidecars, trailers, and innovations such as ABS (automated braking systems), ITS (intelligent transport systems) and linked braking systems. Of concern is the likelihood of governments interpreting

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endorsement of voluntary training as the go-ahead for a prescriptive, discriminatory, compulsory system.

**WRSF.** Concern was expressed about wire rope safety fence (WRSF) being disguised by bushes for aesthetic reasons, and the possibility of motorcyclists riding into them to avoid a crash in the belief that the bushes offered an escape route.

**Constitution.** It was decided not to adopt the recommended changes to the Constitution at this time as the AMC's funding structure may alter in the near future which may require further changes.

**AMC info.** An email chatroom will be set up to improve information flow and broader access to AMC activities.

The new AMC officers are: Chairman - Sammi Ross; Secretary - Sean McPherson (MRA SA); Treasurer - Christine Matthews (Ulysses/WIMA); committee members - Neville Gray (Ulysses), Barry Whittington (MRA WA); Public Officer - Neville Gray.

from 12 noon till 4.00 p.m. with a short break at 1.00 p.m. for the speeches and thanks to those who have helped put the run on. This will take approx. 15 minutes and then it will be back to the music.

Children's entertainment will be a merry-go-round, bouncing castle and a clown that will be handing out balloons and sweets and of course Santa will be there.

As this is our 25<sup>th</sup> Toy Run, there will be a special badge, a little large than the normal ones. The cost will be \$8 for members and \$10 for non-members. There are only 1000, so get over to the stock tent as soon as possible. Some stock items will be on special for this, the 25<sup>th</sup> run, with approx 25 per cent off. Look for the SALE signs.

One of the VIP's this year will be Natasha Stott Despoja and her husband, Ian Smith.

All we have to do now is pray for fine weather and a safe run.

Talk to as many bike riders as you can and tell them when the run is on. The more on the run, the better image we portray to the public of SA.

Remember the date: Sunday, December 14, leaving Glenelg at 11 a.m.

Get there early, be patient and follow the direction of the marshals and the police. Remember this is a run, not a race. Let's make this another safe run.

#### Toy Collection Points

Here's an idea for the Toy Run. Why not get your workplace to be a drop off point for toy collection. Get a big carton, cover it with Christmas wrapping paper, put a Toy Run poster on it and encourage your workmates etc to put a toy in it. Then bring the toys along to the Toy Run or if there are too many ring us and we'll arrange with the Vinnies for a pickup. Don't forget to let us know that you are doing it so we can put your name and your workplace name in the mag.

#### Christmas Shopping to help the Vinnies

Here's another idea. Go to Santa's Showcase for your Christmas shopping for the Toy Run. This is a gift warehouse run by Dianne and Austin Read and they will give 20% of the price of all sales by MRA members to the Vinnies. Their warehouse is in Reynella and you can call 0417 864 370 to check when it will be open.



# TOY RUN 2003

## 25th Anniversary

### Sunday, December 14, 2003

Leaving Anzac Hwy, Glenelg at 11.00 a.m.  
Arriving Hahndorf Oval approx. 12 noon



*Admission: Toy, Food, Gold Coin*

Food and drinks available

Motorcycle Trade Displays

Band, Children's Merry-go-round, blow-up castle,  
Clown, Balloons, Santa

*Special 25th. Toy Run Badge*



## TOY RUN REPORT

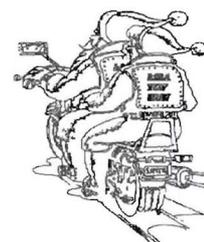
by Paul Morgan, Toy Run Co-ordinator

We are now into the business end for this year's Toy Run.

The band for this year will be Marshall Madness. As you can see we only have one band this year, this will be a trial to see if it works out. They will be playing

**MOTORCYCLE RIDERS ASSOCIATION OF SOUTH AUSTRALIA INC.**

G.P.O. BOX 1895 ADELAIDE SA 5001



## MOTORCYCLE SAFETY FORUM

This is an edited version of the report to the Minister for Transport Michael Wright

### Background

On 11 June 2003 the first Motorcycle Safety Forum in South Australia was conducted. The forum brought together over 40 people with an interest in or responsibility for motorcycle safety including representatives from motorcycle clubs and associations, commercial interests, rider training and education, policy makers, safety research, Motor Accident Commission, SAPOL and Transport SA. The latter three agencies were the joint sponsors of the day. The forum was organised by a planning team of four people comprising Ken Lyons (SAPOL), Chris Coxon (TSA), Neville Gray (Ulysses Club), Chris Peake (Café Racer Club of SA). The purpose of the forum was to identify ways to work together in the future and to identify key areas needing action to improve motorcycle safety in South Australia.

### Key Speakers

Key speakers provided an informative range of information, research analysis and views on issues and concerns for motorcycle safety.

The Minister for Transport, the Hon. Michael Wright, opened the forum and was the first speaker. Other speakers were:

- Tamra Patterson: a statistician for Safety Strategy within Transport SA, spoke on motorcycle accident trends in South Australia and the national perspective;
- Neil O'Keefe: Chair of the Victorian Motorcycle Advisory Committee spoke about the experience and outcomes since VMAC's establishment;
- Dr Michael White: a researcher within Transport SA, spoke about the effects of alcohol and drugs;
- Professor Jack McLean: leads the new Centre for Automotive Safety Research and spoke about his research into speed and injury.

### Forum Panel Discussion

The following range of issues were raised by participants during the forum panel discussion, including impacts on motorcycle safety; training needs; licensing; education, policy and legislation; and research based on real world injury data collection.

### Impacts on Safety

- Power to weight ratio is more important than engine displacement for inexperienced riders;
- Motorcycles are not seen by some drivers;
- Motorcyclists may not see warning signs of driver lane change or turning because of an absence of eye contact, due to factors such as window tinting.

### Training and Education

- Ridersafe is not available for licensed riders who have had a long break from riding motorcycles;
- Ridersafe program should be refreshed to include an on-road component, to improve/assess hazard perception;
- Re-training for riders who have not ridden for a substantial period should be attractive to encourage them to refresh their knowledge/skills to bring them up to date with modern conditions;
- Intermediate training should focus on how to ride defensively and be aware of potential hazards in time to take action and avoid a crash.

### Road surfaces

- Changes in road surfaces that affect grip require training in observation, anticipation and hazard perception;
- Implementation of a Freecall number to report road surface imperfections/irregularities.

### Policy and Legislation

- Raise awareness campaign for car and 4wd drivers to understand motorcycle rider's needs and limitations to avoid crashes and vice versa;
- Cooperate with other states to keep abreast of ideas, policies, and initiatives;
- Develop collaborative approaches between police and researchers;
- Registration for 'riders' rather than motorcycles – consider model of insurance used in UK and Saskatchewan, where responsibility is on the road user;
- Punitive measures should be balanced with positive reinforcement;
- Retraining offered or required when a pre-defined number of demerit points are lost.

### Research and Data Collection

- Need to ask the right questions and collate accurate data to improve the investigations into injury crashes;
- Relevant information could be collected about riders and motorcycles at point of registration and licensing, to help identify potential "at risk" riders;
- Identify road environment factors for cause of single vehicle crashes;
- Identify black spot sites for motorcyclists;
- Examine information on riders who are killed, e.g. sort of bike; whether they were wearing protective clothing; the road situation;
- More investigations and considerations into forms of unlicensed riding.

### Key Issues Discussions

Seven small group discussions were conducted on important topics relating to motorcycle safety to gather comments and ideas from participants. Each group determined the key priorities as follows:

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Topic	Key Priorities
<b>Roadside furniture, conditions, signage</b>	<ol style="list-style-type: none"> <li>1. Auditing of black spots;</li> <li>2. Compliance with Austroads Part 15;</li> <li>3. Hotline Number for reporting bad road conditions.</li> </ol>
<b>Alcohol and Drugs</b>	<ol style="list-style-type: none"> <li>1. Log book for repeat offenders with compulsory training sessions re drug/alcohol hazards;</li> <li>2. More information and facts to educate riders on risks of crash;</li> <li>3. Review penalties relationship between BAC versus risk of crash.</li> </ol>
<b>How to Influence Policy</b>	<ol style="list-style-type: none"> <li>1. Establish Motorcycle Safety Council with broad consultation and representation similar to VMAC;</li> <li>2. Increase credibility of research;</li> <li>3. Generate positive media stories.</li> </ol>
<b>Rider and Driver Training/ Education</b>	<ol style="list-style-type: none"> <li>1. Progressive driver/rider courses;</li> <li>2. Training/education after disqualification due to demerit points;</li> <li>3. Test before registration of larger capacity motorcycles. Consideration should be given for Learner Approved Motorcycle Scheme.</li> </ol>
<b>Learner Approved Motorcycle Scheme</b>	<ol style="list-style-type: none"> <li>1. Favour power to weight ratio requirement with legislation – dispose of 250cc restriction;</li> <li>2. ACT: Four years as current practice; NSW: Two year trial currently in place;</li> <li>3. Perceived lack of compliance with current scheme – proposal to encourage compliance.</li> </ol>
<b>Enforcement issues</b>	<ol style="list-style-type: none"> <li>1. Better checking of driver/rider registration and licensing – there should be a belief that unregistered and unlicensed riders/drivers will be caught;</li> <li>2. Should reward good behaviour and punish bad behaviour;</li> <li>3. Support Motorcycle Advocacy Group;</li> <li>4. Better Research.</li> </ol>
<b>Off Road Alternatives</b>	<ol style="list-style-type: none"> <li>1. Post license coaching and training should be available;</li> <li>2. Insurances – both personal and vehicle: should be available at reduced rates for training days at track and other similar activities;</li> <li>3. Promotional schemes offering vouchers with registration renewal.</li> </ol>

### Ongoing Advocacy Group for Motorcycle Safety

Two of the small discussion groups had a high priority for an ongoing advocacy group. One suggestion was for a group similar to VMAC and with a broad consultation mechanism as a key component.

The final discussion of the forum was initiated by Graham Lough of SAPOL to explore the key recommendations of the forum relating to an ongoing Motorcycle Safety Advocacy Group.

It was unanimously agreed by the forum that this group should be established and it should be done as soon as possible given the current context. The ‘How to Influence Policy’ small group recommended a committee based on the VMAC Model be investigated for this purpose.

The newly established Road Safety Advisory Council will have four sub-committees comprising Enforcement; Infrastructure; Education; and Road Users. The Forum considered the possibility that the Road Users sub-committee could afford an opportunity to establish a Motorcycle Safety Task Force with membership from various motorcycling user groups.

Recommendations : there were two recommendations to come out of the Motorcycle Safety Forum: -

#### Recommendation 1:

Establishment of a Motorcycle Safety Advocacy Group or Council based on the VMAC Model. This group/council would report to the Minister for Transport on important actions in order to enhance the safety of motorcyclists in South Australia, using the key priorities identified at the Motorcycle Safety Forum on 11 June as a basis for future actions.

#### Recommendation 2:

In lieu of recommendation 1, establish a Motorcycle Safety Task Force, with membership from various motorcycling user groups. This Task Force would report to the Road User sub-committee of the Road Safety Advisory Council. One member of the Task Force should also be appointed to the Road Safety Advisory Council to ensure motorcycling safety remains at the fore.



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Card issued	Stock Issued	Entered		

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DATE: / / Register: \_\_\_\_\_

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Name: .....

Address: .....

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Occupation: ..... D.O.B. / /  
*I Agree to abide by the Articles, Rules and the Constitution of the MRA SA Inc.. (Constitutions are available from the Secretary)*

I AM , AM NOT  A BLOOD DONOR.

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 or debit Visa  M/Card  B/Card

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