

CENTRESTAND

December 2014



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Let those who ride decide



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

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EDITORIAL

Harald Lindemann

Riding is our passion. It is what we share with other riders. We recognise it in other riders by their conversations, by the care they take with their rides and through the camaraderie that exists between riders.

You're out on the road, going places or just going nowhere in particular and you stop for fuel and a pitstop, maybe a feed and a coffee. You see another rider and you nod or maybe you saunter over to find out where he or she's going or where he or she's been or just to admire the bike. Easy conversation without any judgements. You swap stories and experiences and then the reason for being out there on the road cuts in. "Ride safe," you say, and you're on your way again.

Or maybe an old codger comes up and starts a conversation, usually prefaced by "I used to have a BMW/Matchless/Triumph etc. when I was young. Those were good times." Their riding days were a significant time in their lives until they found that they had to move on to other things, but always with a tinge of regret.

Riding is a solitary pursuit: even though we may ride in groups, the experience is our experience alone, and the others in the group have theirs. We come together to share our common experiences, but it's always our own story. It only becomes a shared experience when we stop riding temporarily.

So there is an understanding amongst riders, no matter what you ride, where you ride or how often you ride, about what it is like to be out on the road with your favourite bike, going places or going nowhere in particular. The feeling and the experience is something that non-riders either don't understand or only have an inkling about. You can sometimes see it in the wistful glances that come your way when you pass by or when you stop for a break.

You certainly see it in the faces of riders who have had to give up riding for family or financial reasons and haven't been able to get back to it.

So be grateful that you can ride and give thanks every time you throw your leg over and hit that starter button or kick-start lever.

Ride Safe, Harald

PRESIDENT'S REPORT

What a fantastic time of the year to be on a motorcycle in Adelaide. With only the occasional hot or wet day to watch out for, you can really enjoy the current riding weather. I admit to being prejudiced, but I reckon one of the best rides around will be the MRA Toy Run.

When you get there, make sure you catch up with your Committee. Yep, that's your Committee. These are the boys and girls who represent you. We meet monthly to catch up and get briefed on each other's work. These meetings decide the MRASA position on a range of topics. Topics have included supporting the abolition of riding 50cc scooters on a car licence to opposing the compulsory wearing of high-visibility clothing. Current hot issues are the review by the Department of Planning, Transport and Infrastructure (DPTI) on speed limits within the Adelaide Hills Council area and the summer police blitz on motorcycles. MRASA members are always welcome to all meetings. Come along to a meeting, listen in and let us know what your thoughts are. Remember, it is your Association and it needs you.

Nationally we are working with the Australian Motorcycle Council on a range of topics. These include the appalling national helmet standard AS/NZS 1698 and Road Rule 271 which is shared nationally.

I won't go into another tirade in this article about helmets but ask me in person and take a seat. Road Rule 271 is one of those road rules that should never have been passed into law. It is an absolute classic example of why riders must be consulted about riding legislation. Under RR271 it is an offence to take your foot off the pegs whilst the motorcycle is in motion. They appear to be trying to stop hoons but make us all law breakers. It is now openly acknowledged as a flawed law but nobody has yet thrown it out.

An app that the MRASA has been trialling for the National Motor Vehicle Theft Reduction Council has just gone live. The "MyWheels" app is supported by Crime Stoppers and I encourage you to check it out.

The Annual MPs and Senators Motorcycle Ride has just taken place in Canberra. We have one high profile participant this year (along with a number of other MPs) – Australian Motoring Enthusiast Party (AMEP) Senator Ricky Muir took part in the ride. We aim to remind our elected representatives who

ride that, as well as supporting their party, as motorcyclists, they need to champion motorcycle-related issues.

I look forward to meeting as many of you as I can at our Toy Run.

Ride safe,

Phil McClelland President MRASA

SHANNONS IS NOW INTO BIKES.



DARYL BEATTIE

Introducing Shannons Comprehensive Bike Insurance

If you have several years experience on the road and always garage your bike, you can now get a top level of comprehensive cover, plus policy features that bike enthusiasts have been crying out for.



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And now for something completely different – a new (great) motorcycle book out soon.

ONCE UPON A DISTANT JOURNEY By HENDRIK GOUT

Hendrik Gout is an award-winning Australian journalist. He's reported and produced television news and current affairs – including the ABC's flagship *7.30 Report* – and been a newspaper and magazine editor.

Hendrik's passion for motorcycling and its lifestyle shines through in this unique collection of stories and adventures, available on-line and in bookstores in late February.

Watch the MRA website for the publication date. We'll have a review in the March 2015 *Centrestand*.

TOY RUN REPORT

As you may have heard, the 2014 Toy Run will be on this weekend, on Sunday. The bikes will gather at Victoria Park from about 8am and will leave for Callington Oval headed by Santa at 11am sharp.

At Callington will be the usual music (Mr Buzzy this year), food and drink stalls, bike club stalls and trade stalls. The Show and Shine will be on once again so if you have a prize bike, bring it along to show off.

Now in the last few years, while the number of riders has remained pretty much the same, the number of toys donated has fallen. Our Toy Run motto is "IT'S FOR THE KIDS", so take it to heart and remember why we put on the Toy Run. It's great to go for a ride with thousands of your mates and have a relaxing day out at Callington and to also go for a ride on the way home afterwards (Callington is at the crossroads; from there you can go in any direction and be sure to have a great ride home.), but if we forget why we have the day then kids in need will miss out on Christmas day. So bring along a donation or two and get your mates to do the same. Vinnies will accept them all, big or small, with a smile and a thankyou.

Don't forget that we have a range of ages and interests of children to cater for. Not all kids will be pleased to get that fluffy toy you won at the show, so consider books, games, sports equipment, make-up kits etc. which will make their eyes shine.

There is no charge for the ride-off at Victoria Park, but there will still be a \$5 charge to get into the Callington Oval (same as the last two years). This helps us to pay for the organisation on the day – hiring marquees, powering the band, safety equipment, drinks and lunch for the volunteers to name a few things – and ensures that the Toy Run has a future here in Adelaide. As usual, MRASA members get free entry, so look for the MRA entrance and show your membership card.

To make the entrance at Callington quick and easy we will be enabling riders to pre-pay at Victoria Park, so look for the MRA tent next to the breakfast tent and get your stamp.

This year we have a treat for those riders who choose to start the ride to Callington from Victoria Park. Dave McKenna, a well-known Australian stunt rider, will be showing his skills with an exhibition at Victoria Park. No charge, so come along and see what is possible to do with a bike – and remember Dave is a professional and so is his bike, so don't try this at home. If you haven't caught Dave's show before then check him out on YouTube. Our thanks go to YAMAHA WORLD which is sponsoring the event. Dave will also provide plenty of time to meet and talk with riders and sign posters.



Dave McKenna's stunt display agenda will be:
8.30 - 9.00am Sign

posters / Meet and greet
9.00 - 9.20 Stunt show
9.30 - 10.00 Sign posters / Meet and greet
10.00 - 10.20 Stunt show
10.30 - 11.00 Sign posters / Meet and greet

Thanks to all our sponsors – a list of our main sponsors is on the back page – and all the others who helped out in various ways, e.g the Callington Cricket Club, Ubute Marquees, Mt Barker SES and Callington Recreation Park Committee.

Don't forget all the volunteers who helped us to set up and marshal to keep you all safe and entertained, all the MRASA members and the helpers from the Christian Motorcycle Association. Without their commitment, belief in the work of the Toy Run and their work over the weekend, the day would not be possible.

Stop Press: The local police will be setting up RBT units on roads leading off from the Toy Run so imbibe sensibly and ride safe.

Harald Lindemann

PHIL CREER WRITES

Following an article in the current RAA mag SAMotor where it was stated that lane spilling/filtering was illegal, I wrote the following letter to the SAMotor Editor.

Sir,

I am a committee member of the Motorcycle Riders Association of SA.

For many years there has been debate re motorcycle lane-splitting/filtering here in SA and the general opinion (including from SAPOL) has been that nowhere in South Australian legislation is there any mention of either legality or illegality of this action so may I ask you to supply me with the relevant legislation that was quoted in the SAMotor magazine recently where it was stated categorically that this action is illegal. We realise that certain actions involved in lane splitting/filtering MAY involve traffic act breaches (ie lane-change without signaling, crossing white line, passing on left) but specific illegality is – to our knowledge – nowhere mentioned. If you have information to the contrary please supply so that our members may receive correct information.

The following reply was received from their Law Advisor:

Your email to the SA Motor Editor has been forwarded to me for response. You are correct when you say that there is nowhere in the SA legislation that mentions the legality or otherwise of either lane splitting or lane filtering.

The Australian Road Rules Maintenance Group (ARRMG) considered this issue in 2006, because some States were I believe lobbying for specific legislation outlawing the two practices. SA was not one of those States as far as I am aware.

The matter was not proceeded with because the view of the ARRMG was that both of the movements were already illegal under the Australian Road Rules. This was based on a combination of the requirements under ARR's 141, 144, 146, 147 and 148 some of which you mention in your email.

ARR 141 - No overtaking etc. to the left of a vehicle

ARR 144 - Keeping a safe distance when overtaking

ARR 146 - Driving within a single marked lane or line of traffic

ARR 147 - Moving from one marked lane to another marked lane across a continuous line separating the lanes

ARR 148 - Giving way when moving from one marked lane or line of traffic to another marked lane or line of traffic

Outside of those rules there also needs to be consideration given to ARR 46 (2) and 48 (2) which both require indication for either left or right movements of vehicles to be indicated for "long enough to give sufficient warning to other drivers and pedestrians".

Finally for those motorcyclists who reach the head of the queue there is the issue of complying with ARR 56 which requires a driver to stop "as near as practicable to, but before reaching, the stop line.

Having said all of that I apologise that the paragraph on page 19 of the SA Motor does read as if there is a specific offence and the inclusion of a penalty further enhances that false impression. The penalty included in the paragraph is the penalty for breaches of ARR 146 and 147.

Graeme O'Dea, Senior Legal Advisor, RAA Group

**NEXT BLOOD RUN
Saturday January 31 2015**

8.30am Roll-up, 9am Departure

**for the Regent Arcade Blood Centre from
Bunnings Churchill Road**

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

FOR SALE

1962 150cc model vintage Vespa scooter
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Victor Harbor

RECENTLY SEEN ON MRASA FB

SA Planning, Transport and Infrastructure: Motorcycle barriers will be installed beneath existing guard rails on 14 South Australian roads. The barriers will greatly improve safety for motorcyclists. Motorcycle barriers are designed to absorb the impact and reduce the nature of the injuries in the event of a crash. They deflect a rider away from the impact point, shielding riders from hitting roadsides hazards including guard rail posts. An assessment of 200km of road sections for motorcycle barrier protection was undertaken on 14 roads, those being:

North East Road (between Tea Tree Gully and Birdwood), Cudlee Creek Road, Gorge Road, Kangarilla Road, Alexandrina Road, Paris Creek Road, Lobethal Road, Barossa Valley Way, Little Para Road, Old Princes Highway (between Nairne and Callington), Strathalbyn Road (between Macclesfield and Strathalbyn), Main South Road (between Myponga and Yankalilla), Kersbrook Road, Greenhill Road.

Works commenced on some roads earlier this week with completion expected before the end of June 2015, weather permitting.

Kane O'Brien: Wasn't the entire Gorge Road meant to have been done?

SA Planning, Transport and Infrastructure: This investment follows the announcement earlier this year that \$400,000 from the Responsive Road Safety Program has been allocated for motorcycle safety works. The identification of these works follows the completion of South Australia's first motorcycle-specific road safety audit to identify safety issues on roads in the Adelaide Hills with high motorcycle crash rates. The first part of these safety upgrades will be undertaken on Gorge Road, Tippet Road and Cudlee Creek Road.

Michael Allison: A for effort to you guys. Would be great if you could also look at the many large potholes and warped roads, e.g., intersection of South Rd & Richmond Rd, the ruts going north pull you into them. I ride a motorcycle, so it's even more dangerous on two wheels!

SA Planning, Transport and Infrastructure: Thanks Michael Allison, will pass on to the Transport team.

ROUNDABOUTS – A STEEP CURVE

Drivers in the UK are very familiar with the concept of traffic roundabouts at intersections, which are designed to keep traffic moving more efficiently than a traditional signal-controlled intersection. However, according to a report on the US Government Executive website, drivers in some parts of the US don't understand them.

In Oakland County, just outside Detroit, some roundabouts have seen big spikes in crashes and property damage since they were built, but the severity of those accidents has been limited due to a roundabout's slow-speed design.

“We still struggle to educate motorists with how to properly use a roundabout,” Craig Bryson, spokesman for the road commission for Oakland County, said. “We had hoped the learning curve would be quicker, I guess, but it is a learning curve. It takes some time.”

States have now resorted to producing educational videos to help road users navigate reconfigured road junctions. A video produced for Oakland County is now being used in Sarasota County, Florida and the Texas Department of Transportation, and El Paso County, Colorado, has released new roundabout educational videos.

In the event that videos don't work, states can always use the approach adopted by the Minnesota Department of Transportation, which hosted a roundabout educational outreach effort at a shopping mall using a large rubber mat with lane markings and signs leading up to and inside a roundabout. This allowed people to walk through the movements they would make if they were driving a car. A table model with Matchbox cars to push around was also on hand.

Roundabout confusion isn't just a problem for some US motorists. Japan has experienced similar problems with the implementation of roundabouts as part of a pilot project. At least no-one has to navigate the 'Magic Roundabout' in Swindon, UK, which combines two roundabouts in one – the first the conventional, clockwise variety and the second, which revolves inside the first, sending traffic anti-clockwise.

Courtesy ITS International

(And they're not alone in their confusion. Remember the Britannia roundabout before it became two? Ed.)

BIKES I HAVE KNOWN Geoff Grant

Fifty-one years ago I got my first bike, which was a BSA Dandy that I still have in my shed. I got this bike running and rode it around the almond orchards of Holden Hill. Oh, and yes, I did occasionally do a run up to the shops on Lyons road to collect some fruit and veg for Mum even though it would be a few years before I could ride legally.

On my 16th birthday I hit the road with the only scooter that I have ever owned, a 1951 Vespa Douglas 125 (and yes that is still in my collection too). With 8-inch wheels and about 7 hp on a good day this scooter taught me a lot about low cornering speed and handling –because it did NOT handle!

My next bike (which is also still in my shed) was a 1968 high-tech 125 twin that seemed happy sitting on 10,000 rpm all the time. It was a Suzuki T125 Stinger, an amazing little bike that actually handled quite well and certainly served me faithfully for quite a while. I even rode it down to Millicent once – I think I am still tingling from the vibrations that 10,000 rpm for several hours inflicts. I put some knobbies on this and went 'trail ridin', but it wasn't good in the dirt!



The Stinger got put in the shed when I headed to Qld where I acquired a Honda 500/4 that leaked oil everywhere, had square wheels, a seat held on with wire, bald rear tyre and a great exhaust note. Together we covered most of the south-east quarter of Qld at high revs to listen to the zorst note...

When I returned to Adelaide an RD250 B and a Benelli 250 2C shared my riding time. I never quite got the carburation right on the Yamaha (but still dabbled with racing it inbetween weekend scratching – only to find that some of those guys could ride really well (illustrated by my achievement of several last places)! The Benelli was a beautiful little bike, not nearly as much power as the Yamaha but it made up time on the corners. My brother now owns the RD. I wish I still had the Benelli.

I also briefly had a DT360 around this time but I quickly concluded I was not a dirt rider but this was such an easy bike to ride that I foolishly thought it would make a great bike for my (then) future (now ex) wife to learn on. I was right about the riding part but

she never ever actually managed to start it and more often than not it would flick her over the bars or jar her ankle to the extent that she could not walk for a few days! She still married me tho.

The proceeds from the Benelli bought me my first triple, a Kawasaki S2 350. It looked pretty ratty but when you got past the cosmetics you realised it had neat chambers, Trickit rear shocks and Marzocchi front end and some internal tweaks – it was fast and sweet handling. A mate who rode his RD400 quite hard could not keep up with my 350. I learned a little bit about tuning with this bike and was pretty happy with its performance.

I figured the 350 was fun so a 500 must be more fun. I found a nice low-mileage one and rode it for about a

month before it got the full café racer treatment. Full fairing, rearsets, clipons, pipes, a metal flake paint job, a bit of porting and a second disc up front and it was the bees knees. This was the bike that carried me to the meeting that formalised the amalgamation of FAM and the MRA into the basis of the MRA that we know and love *today (that was 1982...Ed.)*. This bike also took me to Bathurst, Worlds End Rally, Mac Park Christmas races (as a spectator), on the first ever

Toy Run (*1979...Ed.*) and many other places. As well as its propensity to consume petrol at an alarming rate (15 mpg with the throttle open!) it also seemed to like to consume crankshafts. I am currently rebuilding this bike back to its 70s café racer style.

Alongside this I had a brief affair with a CB500T Honda. It was actually my father's bike but I rode it quite a lot. However, I did not have enough patience to keep replacing the plastic camshaft and valve gear on this engine so I gave it back to Dad who completely reworked the top end so that it became quite reliable and not too bad to ride. It has since come back to me and is awaiting a decision on its future.

A 750SF Laverda joined the stable. One of the sweetest handling bikes I have ridden but it really wasn't my style so it went to make way for an R100RS BMW. This was the most boring bike I have ever owned! Yup, booring! Why? Well, it just did everything without a fuss! Nothing was a challenge any more, I just knew I could get on it and ride anywhere without a problem – I could not claim any fame for any rides anymore and there were never any untidy staining incidents or unexpected breakdowns. It had to go! (*Read part 2 in the March 205 issue*)

Scooters: the way forward for Australia's traffic congestion problem

National Press Club address, Anthony Albanese, Federal Shadow Minister for Transport (extract)

Motorcycle and scooter use is climbing – we should embrace the trend and think about its potential to boost productivity in cities by reducing traffic congestion.

There is an increasing trend toward motorcycle and scooter use in Australia, as people look for ways to avoid worsening traffic congestion in our cities. It's a trend that should be encouraged. It means fewer cars on the road, less call for parking spaces and greater convenience for commuters. But I worry that while people are happily making the switch to two wheels, policy makers continue to view these vehicles through the prism of safety only, rather than also on the basis of their contribution to reducing urban congestion. For the sake of our cities, this needs to change.

According to the Australian Bureau of Statistics, sales of motorcycles and scooters climbed 25% between 2009 and 2014. The Australian Motorcycle Council says the number of people who travel on motorised two-wheelers has doubled to more than 700,000 in recent years. Australians are looking for greater convenience and they are increasingly confounded by traffic congestion.

But to this point in our history, when legislators have talked about reducing urban congestion, they have discussed cycling, walking or encouraging greater use of public transport. While all of these are potent weapons in the war against congestion, so too is greater use of motorcycles and scooters. They are cheap, popular, easy to operate and simple to park.

While two wheels are not for everyone, governments are not doing enough to encourage those who favour this form of transport. Because of this, they are missing out on the potential to make cities more efficient by reducing congestion.

A study in Brussels in 2011 found that if one in 10 people gave up their car and used a motorcycle or scooter, traffic congestion would be reduced by 40%. The study, conducted by the University of Leuven, found that the shift could avoid the loss of 15,000 hours spent in traffic each day, equivalent to time savings of approximately 350,000 euros a day. That is an enormous productivity dividend.

Australia has much to learn from the City of Melbourne, which, according to council's website, is the only Australian capital city where people can

legally park their motorcycles or scooters on the footpath. The vehicles must be at least one motorcycle length from the building line to allow for pedestrian traffic and at least one wheel diameter from the kerb or parked vehicles. Melbourne also has more than 300 on-road parking spaces specifically for motorcycles. Other cities are also changing.

Brisbane is building 400 new motorcycle spaces between now and 2016 and has some parking areas on footpaths. In Sydney motorcyclists do not have to pay to park in some parts of the city, although they must still observe time limits.

It's time for a closer look at these issues. It makes no sense to ignore the fact that motorcycle and scooter use is climbing. We should embrace the trend and think about its potential to boost productivity in cities by reducing traffic congestion.



No serious government can ignore the potential for increased productivity. Flexible legislators carefully weigh the benefits of societal trends against the cost of catering to them and act

accordingly. I'm convinced there is room for Commonwealth leadership in urban policy across a range of areas including traffic congestion, housing density, public transport planning and delivery and better urban design.

Labor believes that while councils and state governments are responsible for regulation affecting cities, the Commonwealth can provide leadership and help them make our cities productive, sustainable and liveable. The Commonwealth is best placed to provide policy leadership to bring together all parties to urban policy – governments, businesses, planning experts and others. It is also capable of investing in solutions to the challenges facing cities.

If such investment is well targeted, it can pay for itself in increased productivity. On the specific issue of motorcycles and scooters, the Commonwealth should be promoting policy advances at meetings of state and commonwealth transport ministers. It can also engage with councils on the issue through groups including the Australian Local Government Association.

Governments could also investigate removing all parking fees on motorcycles and scooters, particularly if it can be shown that the productivity gains in encouraging their use exceed the money being raised by parking fees. Motorcycle and scooter use is ideal for inter-governmental policy collaboration.

Courtesy The Guardian 24/9/2014 (edited for space reasons). Photograph: Alamy/Alamy

OPERATION SAFE HILLS

SAPOL in association with the Motor Accident Commission (MAC) in South Australia launched a new Road Safety campaign on December 1st called Operation Safe Hills.

The campaign will run for the next five months and will focus on covert speed cameras in the area of the Adelaide Hills, the Fleurieu Peninsula and the Barossa Valley. It is interesting that that SAPOL is concentrating on covert speed cameras when recently they have admitted that a higher police presence is effective in controlling and mediating driver behaviour. It looks like they are taking the easy way out again – being seen to do something (and collecting some revenue on the way) instead of educating the public and changing driver/rider behaviour.

The campaign is blatantly targeting motorcyclists so if you are riding in these areas be prepared to be pulled over, even if you haven't given any reason for it. Anecdotal evidence over the past year has shown us that any time SAPOL has a road safety blitz (albeit wrapped up in a nice title) riders experience a high degree of harassment from some members of the police force simply because they are riders and not because they have broken the law by speeding or riding dangerously.

Most police officers are alright, polite and out to do a job to make roads a safer place for all of us. Some however, get frustrated by the difficulties of keeping the road toll down and take it out on riders by unjustifiably pulling them over, conducting safety checks on bikes, arguing about minor infractions about which they are often wrong, just looking for a reason to make life hard for riders. Some are rude to riders and make unsuitable comments about their choice of lifestyle instead of keeping to the issues at hand and acting professionally

If this happens to you, let the MRA know and we will follow it up. We can have a degree of success by letting the police hierarchy know what their officers are up to out on the road.

If you want to read the original *Advertiser* article just Google "Operation Safe Hills, Advertiser" and you should find it.

AMC AT ARSRPE CONFERENCE

The 2014 Australasian Road Safety Research, Policing and Education (ARSRPE) Conference was held in Melbourne in mid-November. This year the ARSRPE combined with the Australasian College of Road Safety (ACRS) conference on the basis that the conferences have, in the past, been held independently around the same time each year and most of the same delegates attend both. This means there will be the one conference for this and future years, thereby saving organisational time and money.

Shaun Lennard, the Australian Motorcycle Council Chairman, and Dave Wright, from MRA WA, attended a number of workshops and presentations. Those related to, or having implications for, motorcyclists included:

Police Enforcement (workshop)

Road policing plays a significant role in changing road user behaviour and keeping the community safe. What is currently working and what can be done differently? This workshop discussed best practice road policing and how some of the current challenges are being addressed. Topics covered included Fatigue, Speed Limit Setting, Low Level Speeding and Impaired Driving.

Serious Injuries – The Hidden Trauma (workshop)

Often, the focus of road safety seems firmly set on fatalities. However, we know that serious injury is the much larger, but hidden trauma. This focus needs to be shifted urgently and this workshop will investigate how we can increase the emphasis by the community, media and decision makers on serious injuries, so that significant reductions can follow.

Technologies – the way of the future? (workshop)

Vehicle safety and related technologies are developing at a rapid pace. What are the future winners in relation to road safety? Are autonomous vehicles the way of the future? This workshop will explore new and upcoming technologies such as autonomous driving, discover their potential to reduce road trauma and discuss factors that may help or hinder their introduction.

(continued on p.11)

UPDATE ON LANE FILTERING

The subject of lane filtering has again been raised for South Australia. The MRASA has pushed this topic over the years without much interest being shown from our state government. What is new happened on the 1st July 2014 when lane filtering was legalised in NSW.

This is the guideline published by the NSW Government for riders in NSW:

What is lane filtering?

- Lane filtering is when a motorcycle rider moves alongside vehicles that have either stopped or are moving slowly (less than 30 km/h).

What motorcyclists need to know about safe lane filtering:

- Motorcycle lane filtering laws now apply in NSW, with strict conditions.
- Motorcyclists must only lane filter when travelling less than 30 km/h.
- Motorcyclists can lane filter through stationary and slow moving traffic.
- Motorcyclists caught moving between traffic at over 30km/h face heavy fines and three demerit points under a new offence called 'lane splitting'
- It will be illegal for motorcyclists to lane filter:
 - next to the kerb.
 - next to parked vehicles.
 - in school zones.
- Motorcyclists should always look out for pedestrians and cyclists.
- Motorcyclists should not lane filter around heavy vehicles and buses.
- Only fully licensed motorcyclists are allowed to lane filter.
- Motorcyclists must only lane filter when it's safe.
- Motorcyclists must comply with all existing road rules when lane filtering. This includes stopping before the stop line at a red traffic light or stop sign, never in front or over it.

OK, the Motorcycle Council of NSW has pushed it through in NSW (well done guys). Are the other states following? Victoria is a blink away from having a version of the NSW laws. This is because the Labor Party has just won an election in Victoria and one of their promises when they were in opposition was to mirror the NSW laws, so, that's that then.

Qld is next. The Qld state government has announced that commencing in early 2015, motorcycle riders with an open RE or R motorcycle licence will be allowed to move between lanes of stationary or slow moving vehicles travelling in the same direction as the rider, provided they are not travelling at more than 30km/h and it is safe to do so. Learner and provisional riders will not be allowed to lane filter because of their

relatively limited on-road driving and riding experience. There is lots more detail and I would encourage anybody going that way to check the fine print.

ACT, Northern Territory, Tasmania and Western Australia along with our South Australia are yet to show any enthusiasm. This may change if the three eastern states have complementary legislation (and it works). Keep an eye on our website for updates.

Phil McClelland President MRASA

COMMUNITY ENGAGEMENT OUTCOMES REPORT – ADELAIDE Hills Council Area - Speed Limit Review

The Department of Planning, Transport and Infrastructure (DPTI), with the assistance of the Adelaide Hills Council, held a series of five workshops in July and August 2014 to engage with the community with the objective of further discovering why the community feels that speed limits are applied inconsistently across the Adelaide Hills Council area and engage with the community on possible solutions for consistent speed limits across the Adelaide Hills Council Area.

DPTI has published a report, which provides a summary of the themes and options raised in the community workshops. This report can be found at <http://www.dpti.sa.gov.au/AHCspeedreview>. If you require a printed copy of the report please contact Tara Mildenhall on 1300 794 880.

In January 2015, DPTI will present a proposal for both Onkaparinga Road and Greenhill Road that incorporates the recommendations included within the Community Engagement Outcomes Report.

DPTI will then host two Community Feedback Sessions in February 2015 to enable you provide further feedback on the department's proposed option. DPTI will advise you in January 2015 when and where these two sessions will be held.

For more information call: 1300 794 880, Email: dpti.communityrelations@sa.gov.au.

Visit: <http://www.dpti.sa.gov.au/AHCspeedreview>

The MRASA sent representatives to these meetings and will continue to do so in 2015. It is important that motorcyclists' views are voiced. This is evident by the relative surprise that is often displayed by non-riders when a reasonable point is made by a motorcyclist. These are public meetings so go along if you have an interest – and wear an MRA t-shirt so people will know where you are coming from.

VIC ALCOHOL INTERLOCK LAWS

New alcohol interlock laws have come into effect in Victoria.

Anyone whose licence is cancelled for drink-driving (or riding) will have to fit an alcohol interlock to any vehicle they use (home car, work car, motorbike) once they have re-licensed (with a special '1' condition) after their disqualification period ends. The interlock will be installed for a minimum of six months.

Alcohol interlocks stop vehicles from being started if the driver or rider has been drinking. They can take photographs and will become mandatory for all drink-drivers whose licences are cancelled. This will help identify the person who has provided the breath sample each time there is an attempt to start the vehicle.

Under the changes, it is expected that at least 10,000 drink drivers a year, up from 5,400 per year, will have to fit alcohol interlocks to their vehicles before they can drive again.

The first stage of the new legislation will make alcohol interlocks mandatory for the following new groups of drink-drivers:

- Every first offender who has a probationary licence or learner permit;
- Other drivers who have a BAC of 0.07 to 0.15;
- Drivers with a BAC under 0.07 whose licences are cancelled, including professional drivers of buses, taxis and vehicles over 15 tonnes;
- Novice motorcycle riders who are subject to a zero BAC limit;
- All repeat offenders with a BAC reading under 0.07; and
- Serious alcohol-related vehicle offences under the Sentencing Act 1991, including first offences.

The second stage will include all other drink-drivers not currently subject to an alcohol interlock because their licences have not been cancelled.

The second stage is expected to increase the number of drivers and riders required to use alcohol interlocks from 10,700 to approximately 13,300 per year.

The cost of installing and maintaining the interlock will vary; however, a basic cost estimate is:

- \$175 Installation fee
- 7 x \$150 monthly service
- \$100 to remove

TOTAL = \$1605 for a 6 month alcohol interlock period.

The driver is responsible for covering the costs of the interlocks.

NEW TASMANIA MC PREZ

After 9 years at the helm of the Tasmanian Motorcycle Council (TMC), Shaun Lennard has stepped down as President.

The TMC wishes to thank Shaun for all his hard work representing motorcyclists in Tasmania over the years and is pleased that he will remain with the Council as a committee member.

The TMC's new President is Paul Bullock, one of the founding members of TMC. Simon Hryczyszyn remains Vice-President and Eva Cripps as Secretary. John Wallander replaces Rob Prestedge as Treasurer.

Shaun has been playing a dual role for much of this time as Chairman of the Australian Motorcycle Council (AMC). "It's been a pleasure to represent the TMC at the AMC, however I now look forward to focussing more of my time on the role of AMC Chairman," he said.

Paul Bullock has asked Shaun to continue to be the TMC's delegate to the AMC.

ARSRPE Conference (continued from p.9)

Road Safety Education (workshop)

This workshop will feature presentations from experts in the youth road safety field and explore best practice in road safety education in early childhood, school and community based settings.

Presentations

- Victoria's active motorcycle fleet: Traffic density, speeds, and age distributions of motorcycles and riders. – Trevor Allen (Accident Research Centre, Monash Injury Research Institute, Monash University).
- Thermal comfort levels and abrasion resistance of protective denim motorcycle clothing. – Christopher Hurren (Australian Future Fibres Research and Innovation Centre, Deakin University, Geelong).
- Making roundabouts a safe system solution for motorcyclists. – Kenn Beer (Safe System Solutions Pty Ltd).
- A qualitative analysis of motorcycle crash and injury causation factors identified during multidisciplinary review of in-depth investigation data. – Julie Brown (NeuRA Injury Prevention Research Centre).

The Australasian College of Road Safety hosted its annual award ceremony prior to the conference dinner, with ACRS patron, Governor General Sir Peter Cosgrove, making the presentations. Shaun was also in attendance as the AMC representative.

WA POLICE TARGET RIDERS

With Western Australia's motorbike death toll now at its equal worst in history, Bunbury's traffic police have made no apologies for pulling over every bike they see on the road.

A group of business owners, riding instructors and police met on November 6 to discuss motorcycle safety and work towards change that they think could save lives. At the meeting, South West Traffic officer-in-charge Sergeant Craig Clarke said he had instructed his team to target every motorbike on local roads.

Sergeant Clarke said it was alarming to discover that many of the riders did not have a licence to operate their bike.

The WA motorcycle road toll is now at 36 – equal to the worst year on record in 2008.

The group wants to see changes to state legislation which would mean bikers would have to be retested on a regular basis, as well as attend a local training facility where people can learn how to stay alive on the roads. Several members of the group have been hit by personal tragedy involving motorbikes, spurring on their determination to curb the horrific road toll.

The Bunbury advocates want to host an advanced motorcycle training program in conjunction with the long-standing Youth Driver Development Program. Plans are also in place to table legislation at a Bunbury RoadWise committee meeting, pushing for mandatory testing of riders every seven years.

“The training program could change the outcome for a small few, but to make sweeping changes across the board you need to change legislation,” Sergeant Clarke said.

Why the discrimination against motorcyclists? Why not retest/retrain all drivers? This knee-jerk reaction to personal tragedy takes no account of other important causal factors in crashes and will have the effect of cutting the fatality rate only by the fact that riders will no longer visit Bunbury, upon which the local Chamber of Commerce will start to complain. Ed

Original article from the Bunbury Times

AMC CHAIRMAN FLEXES QUADS

AMC Chairman, Shaun Lennard, attended the National FarmSafe Conference in Launceston on October 18, which had a particular focus on quad bikes.

Quad incidents are now the highest single cause of accidental deaths on farms, with 70 people having died in quad bike accidents in the past four years. "Broken down, however, the majority of incidents are not actual farming incidents. They relate more to inappropriate recreational riding by both adults and children, including carrying passengers," said Mr Lennard.

"In a way similar to road-riding, the crash rate for those doing the 'right thing' would be much lower than for those riding outside the generally accepted standards, such as those affected by high alcohol level, carrying passengers, children riding adult machines and so forth," he said.

Quad bike incidents also receive more intensive and frequent media reporting. In many years there have been similar numbers of tractor deaths, but these are not as often reported in the news.

Professor Raphael Grzebieta from the University of New South Wales presented his findings on a research project involving more than 1,000 tests on 16 quad bikes. He said the data could provide the platform for a national star-rating safety guide for farmers. "Like stars on cars, stars on fridges, there'll be stars on quads," he said.

"So that the consumer who goes into a shop is able to assess...which vehicle is probably going to give you the best stability, dynamic handling and crash-worthiness. Certain vehicles perform better than others, so we want to provide a benchmark."

FarmSafe Australia Chairman Charles Armstrong hoped the project's findings would be a trigger for reform. He said he hoped the industry would adopt a star-ratings system voluntarily rather than being forced by legislation. "If we can get the retailers...to give some accurate information rather than being lent on from above, that would be a great step...for anyone who goes to them for advice," he said.

The Federal Chamber of Automotive Industries was also well-represented at the event, with Motorcycle Manager Cameron Cuthill in attendance along with representatives of many of the manufacturers including Yamaha chief Steve Cotterell.

The Federal Government expressed interest by fielding Senator Richard Colbeck and Member for Lyons, Eric Hutchinson.

Courtesy AMC & ABC News

MUDGUARD ADR DEREGULATION

On September 15 the Minister for Infrastructure and Regional Development, Warren Truss, abolished unnecessary red and green tape by approving the removal of the requirement to modify rear mudguards on new motorcycles to meet unique Australian rules.

This change will involve deleting the mudguard extension specification from the national vehicle standards, known as the Australian Design Rules (ADRs).

After careful review, the Australian Government and state and territory governments have agreed to remove this requirement as it's outdated and has no bearing on vehicle safety.

Abolishing this unnecessary provision will achieve significant efficiencies, with nearly 70,000 new motorcycles no longer required to be retro-fitted with rear mudguard extensions every year.

This change is expected to deliver \$14.4 million in industry compliance and manufacturing savings every year, which should lead to lower prices for new motorcycle owners.

Consumers in Australia will finally have access to motorcycles as originally designed by the manufacturers, bringing Australia into line with other major markets including the European Union and Japan.

This initiative is in line with the Australian Government's response to the Productivity Commission's Report on Australia's Automotive Manufacturing Industry to accelerate harmonising ADRs with United Nations Vehicle Regulations.

Harmonisation ensures Australia strikes a balance between appropriate safety standards, in line with international best practice, and consumer access to vehicles at the lowest possible cost.

An important part of the harmonisation process will involve unique Australian content in the ADRs being removed where it cannot be justified.

SENATE ENQUIRY INTO ROAD SAFETY

On October 30 the Australian Senate announced an inquiry into road safety in Australia.

Aspects of road safety will be referred to the Rural and Regional Affairs and Transport References Committee for inquiry and report by September 9, 2015.

The terms of reference of the enquiry will have particular regard to:

- a. the social and economic cost of road-related injury and death;
- b. the importance of design standards on imported vehicles, as Australian vehicle manufacturing winds down;
- c. the impact of new technologies and advancements in understanding of vehicle design and road safety;
- d. the different considerations affecting road safety in urban, regional and rural areas;
- e. other associated matters.

Australian Motorcycle Council (AMC) Chairman, Shaun Lennard, said, "The timing with the expected release of the OECD report on motorcycle safety in the next month or two is ideal. The AMC will make the most of this opportunity to put forward detailed information covering a host of areas."

All AMC members will be invited to contribute to the AMC submission, and to send in their own separately if they wish to give additional weight to particular jurisdictional issues.

The closing date for submissions is February 27, 2015.

Link to inquiry page here:

http://www.aph.gov.au/Parliamentary_Business/Committees/Senate/Rural_and_Regional_Affairs_and_Transport/Road_safety

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

ASI Motorcycles	Discount on request	8326 2800	48 O'Sullivan's Beach Rd Lonsdale
Bills Motorcycles Richmond	10% on request	8234 2050	Belltower Centre 340 South Rd
Bills Motorcycles Blair Athol	10% on request	8349 8477	368 Main North Rd Blair Athol
Bridgeland Motorcycles	Discount on request	8532 5722	145 Adelaide Rd Murray Bridge
Coast Yamaha	Discount on request	8382 5581	212 Main South Rd Morphett Vale
DA Motorcycles	Discount on request	8281 8933	1758 Main North Rd Salisbury Plains
Eye 4 Airbrush	10% discount	8284 5393	24 Ramnet Circuit Munno Para West
Gawler Motorcycle Centre	10% discount on accessories	8522 7700	Lot 1 Main North Rd Evanston
GC Motorcycles Prospect	\$5 on tyres	8344 7888	122 Main North Rd Prospect
GC Motorcycles Melrose Park	Discount on request	8371 4699	947 Main South Rd Melrose Park
Gilbert & Mattner Lawyers	10% discount	8233 3661	32 St Helena Place Adelaide
Honda World / BMW Adelaide	10% parts & accessories	8374 2299	1075 South Rd Melrose Park
K & M Motorcycles	10% parts, accessories & ws 10% new products, 20%	8234 1090	10 Deacon Ave Richmond
Ken Oath Leather Goods	repairs, all Aussie leather	0417 713 523	3 Cranbourne St Elizabeth Park
Kessner Suzuki	10% parts and accessories	8261 9955	320 North East Rd Klemzig
Motorcycle Parts & Gear	Discount on request	8562 4725	33 Railway Tce Nuriootpa
Motorcycle Revolutions	Discount on request	8371 4448	855 South Rd Clarence Gdns
Pro Street Cycles	Discount on request	8359 4449	494 Main North Rd Blair Athol
QBE Insurance	Ring for a quote	0392 462 761	
Redline Exhausts	Ring for a price	8277 0311	8 Coongie Ave Edwardstown
Shannons Insurance	Ring for a quote	13 46 46	
Victor Motorcycles	10% on genuine parts & acc	8552 3601	14 Adelaide Rd Victor Harbor
Walden Miller Clothing	10% bring the advert	8374 3884	40 Furness Ave Edwardstown
Yamaha Pitmans	Discount on request Discount on request, 5%	8260 9200	420 Main North Rd Blair Athol
Yamaha Retro Spares	tyres, 10% services	8340 1970	115 Regency Rd Croydon Pk
Yamaha World	Discount on request	8297 0622	845 South Rd Clarence Gdns

ROAD HAZARDS FREECALL NUMBER : 1800 018 313**Useful Links**

Metro and Country Roadworks from Transport SA. http://www.transport.sa.gov.au/quicklinks/metro_country_roadworks.asp

Outback Roads Temporary Closures, Restrictions and Warnings Report from Transport SA website.

<http://www.dpti.sa.gov.au/OutbackRoads>

Road Safety <http://www.dpti.sa.gov.au/roadsafety/home> home page from Department of Planning, Transport and Infrastructure.

(DPTI)Road Crash Reports by vehicle type from DPTI.

Road Crash Reports by month in SA from DPTI http://www.dpti.sa.gov.au/roadsafety/road_crash_facts/sa_crashes

Road Statistics from SAPOL. http://www.sapolice.sa.gov.au/sapol/road_safety/road_statistics.jsp

Road Crash Statistics from Australian Transport Safety Bureau.

World Day of Remembrance for Road Traffic Victims

The World Health Organisation has set aside Sunday, 16/11/2014, as World Day of Remembrance for Road Traffic Victims. Over 1.3 million people will die on the world's roads this year and over 40 million will be seriously injured. More than 100,000 Australians are alive because of the good reforms implemented over the last 40 years or so. However, 30,000 Australians are killed or seriously injured every year on our roads. Drivers, passengers, walkers, bikers, truckers, in fact the whole population directly or indirectly have been unnecessarily impacted by such trauma. Trauma surgeons, hospitals, social workers, every workplace, every family; the whole economy has suffered.

Crash victims are not only the other driver, not only the drunk, the speeding hoon, the fatigued worker, but ordinary people, you and I, who make simple mistakes or (are) impacted by similar road users, in an often unforgiving environment. Australia made some great strides in reducing casualty rates from crashes to be in the top 10 in the OECD, and although we have made further improvements, we have been languishing as a median performer for almost a decade as other countries reduce their rates faster than us. We know what to do, but it will require a new level of collaboration, a new focus and some decent leadership in politics, industry and the community. *By Lauchlan McIntosh AM, President, Australasian College of Road Safety*



The District Council of
Mount Barker



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Motorcycle Riders' Association of SA Inc. MEMBERSHIP APPLICATION FORM

New Member: or Renewal Membership No.

Name: _____

Address: _____

 Postcode

Telephone _____ Mobile _____

Email _____

Join mailing list/s? SAMRATS Scooter Club

Birthdate Occupation _____

Gender M / F Blood Donor? Please send info

Do you ride a Motorcycle Scooter Other

If family membership, 2nd cardholder name _____

Member of: Mid North South East Register

Other Clubs? Details: _____

Do not send Association magazine

*I agree to abide by the Articles, Rules and the Constitution of the MRASA Inc.
 (Copy of the constitution available from the website or the Secretary)*

Date ____ / ____ / 201____ 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 _____