

CENTRESTAND

September 2015



THIS ISSUE

CONSPICUITY

MOTOCHAT

OFF-ROAD COURSE

ABS

TOY RUN

HELMETS

Let those who ride decide



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

Established 1979

VOL. 32 No. 3 September 2015

Produced and published by the Motorcycle Riders' Association of South Australia Inc.

PRINTPOST No: 100003163

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All advertising enquiries to the above address.

- Subscription gratis to members
- Contributions welcome
- Photographs welcome: colour or black-and-white
- Opinions: contributors' and advertisers' opinions and assertions do not necessarily reflect the views of the MRA
- Deadline: 1st of the month prior to publication

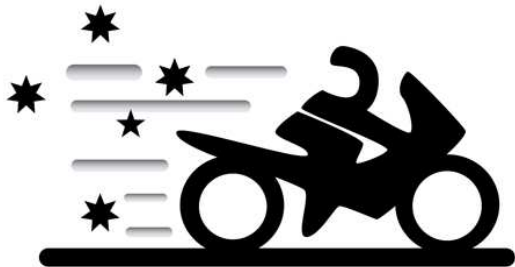
Publication : Quarterly - March, June, September, December

Printed by Fuji Xerox, 123 Hayward Avenue, Torrensville. Ph: 8375 9500

COVER PIC: Scooter Holiday by Phil Creer

COVER DESIGN: Arwen Lindemann

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



Australian Motorcycle Council Inc.

EDITORIAL

Harald Lindemann

The state road toll (fatalities) at the time of writing stands at 84, 10 more than at the same time last year. The number of motorcyclists killed in 2014 was 5. This year so far it is 10, with three riders killed so far this month.

Why it is increasing? No expert seems to know, especially since 2014 was a year in which the figures fell – down from 80 total and 9 motorcyclists killed in 2013. What sort of accidents are they? They probably factor in excessive speed, inattention, overconfidence, other road users – any one or a combination. Of the riders killed this month, two left the road and hit trees. Were they going too fast for the curves, did they fall asleep? The other was killed when two bikes had a head-on. Speed? Inattention?

Whatever the reasons, these guys could be you. Young or older riders, experienced or new, you can all get caught in the mix and run out of luck when the road conditions and the rider experience no longer match.

We are all out there on the roads having to deal with a host of decisions every kilometre we ride. They all have to be the right ones. A driver can make a bad decision and gets a scratch on his car. Drivers can get away with a lot of those. We can make or be on the receiving end of one bad decision and that's the only one we get before it all goes pear-shaped.

Some of us have been there and walked away from it. Often that is just due to luck. Lucky that the right decision was made in the split second that was available. Lucky that the brakes were serviced last week after months of procrastination. Lucky that you landed between the trees and not on one.

So make the right decisions for yourself and your family. Think about the decisions you make whenever you are out on the road, by yourself or with mates. Let your decisions influence theirs so that you all make it home. You may not be able to influence the other dickheads out there but you can shift the odds in your favour.

In the immortal words of Sgt. Phil Esterhase, "You be careful out there."

Ride Safe, Harald

RADIO REPORT

MRASA on Coast FM

Over the past few years, MRASA has been very poor at publicising its achievements and promoting the results of the hard work put in by members. Now, thanks to a conversation between hair styling guru Frank DeFrancesco and client Rob McLellan, all this has changed.

Rob is an announcer at Coast FM, a community radio station broadcasting on 88.7 on the FM band. One day while Rob was having his hair cut, Frank's conversation on motorcycling and the MRASA caught his attention, resulting in an invitation for us to take part in a 15-minute radio interview. Cathy and I took up the offer, talking about road safety issues, helmet legislation and all things Toy Run. Rob also mentioned an upcoming new radio show called "Motochat", aimed at bikers, hosted by bikers and providing a forum to publicise issues and events. This was exactly the publicity medium the MRASA was seeking.

Later that afternoon I received a call from Geoff Groth who, along with Dave Gabel, co-hosts Motochat. After about 30 minutes Geoff had a clear understanding of the MRASA's position within the motorcycle community, its work in the political arena, and the ongoing need to ensure a body like this exists to advocate for motorcyclists.

The legislative framework within which motorcyclists enjoy their passion is so fundamental that Geoff and Dave have crafted a highly informative programme combining the marque-specific interests of ride clubs with the more abstract concepts of legislation and political lobbying.

The programme is a panel discussion format, where representatives of up to four ride groups are asked to discuss their particular group, their aims, the benefits they offer members, how you can participate with them and details of upcoming events and rides. Other members of the panel are encouraged to ask questions and extend discussion to raise salient points. Listeners are also invited to email questions to the station which can be passed on to the relevant guest to answer at a later stage.

In a vote of confidence in the position of the MRASA within this forum, one panellist has

referred a question posed by a member of his club to the MRA for inclusion in a discussion based on current rules on lane filtering, planned to be aired on October 18.

To date (17/10) we have had two programmes go to air with MRASA representation. As we become more familiar with radio, no doubt the level of discussion will increase. However the important work, ranging from advocacy, 4Bs, Toy Run, Blood Runs or riding with SAMRATS or Scooters, will now be publicised and hopefully a few more riders will take up the challenge to join us in our work.

To quote Geoff Groth, "The MRASA can be seen as the motorcyclists' advocate in the same way as the RAA represents car drivers." We provide services to riders which are not just riding your favourite bike but working in areas that support the fundamentals of riding

Tune in to Coast FM. Motochat airs every Sunday morning at from 9-10 a.m. Check them out at <http://www.coastfm.com.au/>

Ride safe

Ebi Lux

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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UNCOMMON MOTORBIKES REASON BEHIND ACCIDENTS

The more motorcyclists on the road the more easily car drivers notice them, researchers have found. Motorcyclists are more likely to be in an accident partly because they are less common on the road and drivers aren't expecting to see them, new Australian research suggests. The study, published in the journal *Attention, Perception, & Psychophysics*, suggests new ways need to be found to make car drivers more familiar with motorbikes, and as a result reduce the road toll.

"Motorcyclists in general have a higher crash rate and crash risk than other road users," says Dr Vanessa Beanland, an accident research at the ANU's Research School of Psychology. The leading cause of these crashes is that drivers fail to see the motorcycle, see it too late, or misjudge the speed it's going and its distance from them. "They tend to not see them or think they're further away than they are, and so they turn in front of them and take out the motorcyclist," says Beanland. "A common anecdote following crashes is the driver saying 'I looked but I didn't see the motorcyclist'."



A Rare Sight

While motorcycles are relatively small and their riders tend to wear dark colours, they are also less common on the roads than cars and other vehicles - a fact that Beanland and colleagues thought might contribute to accidents. "Motorcyclists are only 1 per cent of traffic but they're a much larger percentage of the road toll," says Beanland, adding that, in Victoria, motorcyclists make up 17 per cent of road deaths. Dr Beanland and colleagues at the Monash University Accident Research Centre used a driving simulator designed to look like suburban Melbourne to study the effect of motorcycle prevalence on their collision rates with cars. Half the study participants were exposed to a stream of traffic that had many cars, a high prevalence of motorcycles and a low prevalence of buses.



The other half were exposed to a traffic stream that had a low prevalence of motorcycles and a high prevalence of buses.

Over a one-hour driving period, the participants were asked to press a button every time they saw a bus or motorcycle. "We compared how good they were at detecting the motorcycles and the buses when they were really common compared to when they were rare," says Beanland. A high prevalence (three per minute) of either type of vehicles resulted in drivers being better at detection compared to a low prevalence (one every eight minutes).

When there was a high prevalence of motorcycles, drivers going 60 kilometres per hour could detect motorcycles on average 51 metres further away than when there was a low prevalence.

"That's an extra three seconds of stopping time, braking time and planning," says Beanland. In this extra three seconds a driver could stop their car in time, when before they might have had a collision, she adds. Similarly, drivers had an extra 4.4 seconds to react to buses in situations where they occurred more frequently. Beanland says there is no reason why similar findings wouldn't apply to cyclists as well.

Expectations

The findings support the idea that the rarity of motorcyclists is a factor in car drivers identifying them, says Beanland. "Some of the difficulties drivers have are based on their expectations," she says. "They effectively only see what they expect to see."

Previous research suggests that car drivers who are also riders are better at detecting motorcycles. "We know from basic psychology research that people are better at detecting things that have personal relevance to them," says Beanland. "So making motorcycles more relevant to the general public and making people more aware of motorcycles should help." But, she says, how to do this is a more difficult question to answer.

Anna Salleh ABC News in Science

OFF-ROAD RIDER COURSE

Due to the lack of a course in SA to teach off-road riding skills some MRA members are putting one together. It is expected that it will teach bike setup, bike handling and basic skills for riding in dirt, gravel and sand. The idea behind the course is to enable riders who want to ride off-road and on extended dirt road tours to gain skills that will enable them to ride more safely and with more confidence.

The first course is expected to be held in March 2016 and will be run by Shane Metcalfe. Shane is an experienced motocross competitor and an accredited trainer with Motorcycling SA. (For more information on Shane's credentials go to www.shanemetcalf.com) It is hoped that the course will be endorsed by the MRASA and supported by a local motorcycle shop. Negotiations are currently under way to design a weekend course and find a suitable training venue.

Places for the first course will be limited to 10 (and half of those are already taken), so if you want to put in an expression of interest call Ebi Lux, MRASA Vice President, on 0418 800 362.

TOY RUN 2015 REPORT

Eight weeks to go and lots to do. The 2015 Toy Run is shaping up well thanks to our team of dedicated volunteers, some of whom put parts of their lives on hold to make sure that the Toy Run goes ahead.

Many of you enjoyed the stunt bike exhibition at Victoria Park last year so we are in negotiation to see what we can do to get some sort of entertainment out there for you. No promises – but we will try. Look for the Toy Run poster and check out the Toy Run webpage for details.

For those of you who want to enjoy the celebrations at Callington Oval this year we want to make it easy for you to get in, so once again we will be selling entry passes at Victoria Park before the ride begins. For the \$5 entry fee you will get a commemorative wristband, which will mean no standing in a queue at the oval – just show your band and walk in. We will also be selling 2015 Toy Run badges there and caps as well.

It's probably going to be hot so bring sunscreen, some water and a hat if you don't want to buy a cap.

This year's Toy Run will be hosting a wedding. Two very lovely people met at the Toy Run in 2014 and want us all to share in their nuptials. How about that! See Page 7 for more details.

MARSHALLING AT THE TOYRUN

The Toy Run could not happen without our dedicated volunteers who help with the set-up and pull-down on the day, many of whom marshal for us at Victoria Park, on the Run and at Callington Oval. We always need more marshals to help make the event safe and successful.

Over the last two years we have had assistance from SAPOL in the training of traffic marshals. It is now necessary for anyone involved in marshalling traffic in any circumstance to be accredited by SAPOL. This means attending a training session, which takes about half-an-hour, and receiving an accreditation card, which enables you to marshal traffic anywhere, anytime. It doesn't cost anything, and you only have to do the training once. So far we have successfully trained over fifty marshals who want to be involved in the Toy Run.

To become an accredited marshal, you will need to attend one of the two available training sessions. These are free and will take less than an hour of your time. Contact Cathy on 0408 853 380 to confirm your place at either one of the following training sessions, both held at Wakefield Rd near the Clipsal track:

- 1pm, Saturday 31st October 2015
- 1pm, Sunday 15th November 2015

NEXT BLOOD RUN
Saturday November 7 2015

8.30am Roll-up, 8.45am Departure

**For the Regent Arcade Blood Centre from
Findon Shopping Centre
cnr Findon & Grange Road**

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

Widespread support for accreditation to raise standards in the road safety barrier industry

A strong case for the accreditation of the road safety barrier industry (designers, installers, repairers and maintainers) was made at last month's Roads Australia workshop held in Sydney. As a result, a positioning paper supporting a national accreditation scheme will be developed and submitted to Austroads for consideration.

At the workshop, representatives from Australian and New Zealand road agencies, major contracting and consulting firms and the road safety barrier industry itself acknowledged recurring issues that undermined both worksite safety and the overall investment in, and effectiveness of, temporary and permanent barrier installations.

Participants heard that high risk safety concerns remained for both road workers and the public. These concerns extended across the whole lifecycle of installations and demanded the attention of the entire industry supply chain.

Members of the Austroads Safety Barrier Assessment Panel, the Working Party for the National Training and Accreditation for the Road Safety Barrier Industry, suppliers, designers and installers raised a number of current practices that pointed to the need for a national accreditation scheme. These included:

- poor location of barriers ('design by Google') during the design phase;
- inappropriate barrier selection and retrofitting – without adjusting the roadside – to save money; and
- favouring price over qualifications and knowledge during the tendering phase, resulting in shortcuts and poor outcomes.

Participants were told these issues did not discriminate, affecting local and classified roads and work sites irrespective of which was the controlling road authority.

Supporting this viewpoint, VicRoads and the Queensland Department of Transport and Main Roads presented audit findings showing endemic patterns of sub-standard workmanship.

A study presented by the New Zealand Transport Agency provided evidence that even basic training could create a measurable improvement in work standards. In response, industry indicated a willingness to invest in training and said it would support the development of a list of accredited installers and designers.

It was noted that compliance would be critical to the success of any future accreditation scheme. The importance of surveillance and enforcement with punitive consequences was seen as essential to sustaining high standards, eliminating bad practices and protecting the investment of accredited installers.

At the same time, ongoing and timely maintenance of road safety barriers was recognised as being as important as correct installation.

An existing UK accreditation scheme with a short setup time and low start-up costs was presented by industry as a potential solution.

It was agreed that industry would liaise with Austroads to assess whether accreditation could address the issues raised at the workshop.

The conversation would then need to move on to determining which stakeholders should participate, the costs, who should sponsor the scheme, the role of government, who would manage enforcement and the adjustment of contracts to ensure price did not interfere with the desire to improve the deployment and maintenance of road safety barriers.

Ed's Comment

What this all means is that roadside barriers, i.e. W-Beam (Armco) and wire rope, are, in a significant number of cases, being seen to be incorrectly installed by workers who are improperly trained and managed by companies that are taking shortcuts without proper adherence to the standards which apply to the installation of these barriers. They are doing this to save money. They are increasing the risks of death and injury for road users for the sake of a few bucks.

The MRASA is constantly monitoring road hazards and bringing these to the attention of the relevant responsible authorities. Let us know if you see anything.

'SCOOTER GAL' GETS HER 'BIKER BOY'

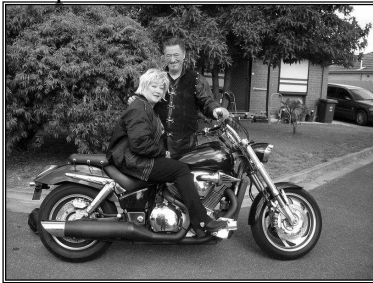
Who said that love does not come your way, even after many years of living alone?

A chance meeting at the MRA Toy Run, December 14th 2014, resulted in Ray Groves and Peggy O'Hara finding their soul mate in life. Peggy, a member of both the MRA and SAScoots, had not ridden for 12 years, and hadn't attended a Toy Run for 13! Having contracted breast cancer in December 2000, operations and treatment resulted in her selling her beloved bike THUNDER, XV750 Midnight Special. She never thought that she would ride again.

Never having learnt to drive a car, she had been a mainstream everyday rider before that. Being left with lymphodeoma meant that she could not handle anything heavy anymore. However, she 'bit the bullet', bought a 150cc scooter, joined SAScoots and then went on the Toy Run.

Ray, having lived on his own for many a year, and having overcome health challenges and hardships, rides when he wants to. His current bike is a Honda VTX1800 and he has been on numerous Toy Runs, including last year's.

Cupid was at his best that day as, unbelievable to some, these two are a perfect match in every way. Long story short, they will be making history to be the first couple to be married at this coming MRA Toy Run. Faster Pastor is conducting the ceremony. Ray and Peggy would love all who attend the Toy Run this year to be witnesses to their event. There will not be a reception as they want to keep it simple and in line with a biker wedding theme.



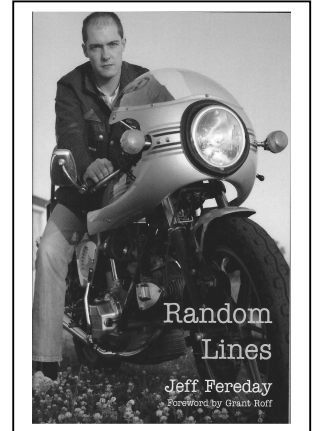
They would like to thank the MRA, the Toy Run Committee as well as SAScoots for all the support given to help them make their dream day come true.

Blessings and thanks from:
Peggy O'Hara (63years) and Ray Groves (60years)

BOOK REVIEW by Harald Lindemann

Back in the late 70s I got my first bike and not long after that started reading about all the bikes I couldn't afford. The magazine of choice was Two Wheels and it didn't take long to get a pile of them that were constantly being reread and faithfully shipped from house to house as I moved from parents' place to temporary accommodation to uni share house to my own place.

My favourite columnist was Jeff Fereday who wrote a column called *Random Lines* about the rider lifestyle. He was sometimes serious,



sometimes funny, sometimes confusing, but always eclectic and always interesting, especially when highlighting the absurdities of life and motorcycling. Jeff wrote for Two Wheels from 1985–1991. He wrote about life on two wheels, especially on his MZ and his Ducati Desmo 900 Supersport (...not just a bike, [but] a representative of Taglioni's Word here on Earth."), but mostly he wrote about why we ride. His take was:

"It's not Normal. Normal does not ride motorcycles to work. Normal is nourished on pre-packaged homestyle, easy-eating TV-dinner pulp-for-thought. Normal's truth is an afternoon tabloid with . . . lies from our leaders on page one, conservative backlash on the editorial page, and a whitewash of horror that makes you glad that you're normal inside.... Normal is riding the tram wondering why the country's run off the tracks."

Grant Roff said that Jeff's work for Two wheels "...introduced elements of literary sophistication" that some called drivel, but Editor Bill McKinnon liked it so it stayed.

Jeff died of cancer in 1996 and in 2013 his wife Susan published a complete selection of Random Lines so we don't have to go looking for old copies of Two Wheels to enjoy his wit and wisdom. It is available from <http://jeffereday.blogspot.com.au/>

MOTORCYCLE ABS

Motorcycle ABS (Anti-lock Braking System) may help motorcyclists avoid crashes by reducing braking distance in the event of a wheel lock-up and, therefore, support stability of the motorcycle in hard or emergency braking conditions. It becomes active when electronic sensors detect that the wheels are about to lock and consequently moderates the pressure in each brake, thereby preventing skidding.

Motorcycles with ABS technology have been shown to be involved in fewer crashes on the road and therefore should be high on the priority list for any rider looking to buy a new motorcycle.

Research shows that motorcycle ABS offers significant safety benefits to riders via reductions in stopping distances and increased stability. ABS is associated with significant reductions in crashes. The research shows estimates of reductions in crashes attributed to ABS range from a 17% to 38% reduction in injury crashes, and from a 37% to 53% reduction in fatality or serious injury crashes.

Data from insurance agencies in the USA show that motorcycles with ABS have 22% fewer insurance claims than motorcycles without ABS.

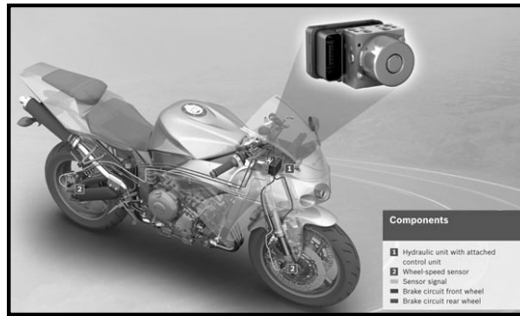
Closed circuit testing has shown that stopping distances can be reduced by between 5% and 10% and that deceleration rates can be improved by 18% and 35% when comparing ABS with non-ABS motorcycles.

Consider the example of a rider with average experience travelling at 100km/h. An estimated braking distance of 58.5 metres is needed to bring the motorcycle to a complete stop in this scenario. With the same bike and rider but the addition of ABS the distance is reduced to 49.5 metres, a reduction of 9 metres in the stopping distance. The effectiveness of ABS does vary according to the conditions, with the advantage of ABS being greater in wet or lower grip situations (e.g. loose road surfaces), than in dry high-grip conditions.

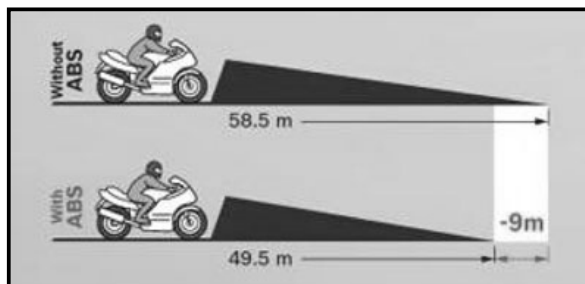
A skidding wheel takes longer to stop than a wheel that is gripping the road surface, and reduces stability of the motorcycle. ABS prevents skidding by moderating the brake pressure applied to each wheel, preventing wheel lock and mitigating rear wheel lift, thereby enabling a shorter stopping distance and a more stable stop.

Motorcycle ABS operates similarly to ABS in passenger cars; however:

- motorcycle braking requirements are different to passenger cars, as front and rear brakes receive separate rider input, and
- dynamic load change at the wheels is more pronounced with motorcycles than with passenger vehicles



ABS automatically activates when wheel lock is imminent in heavy braking conditions. ABS provides the right amount of pressure to wheels, allowing riders to brake as hard as they can without the risk of wheel lock. In this way a rider who "grabs" or "jumps" on the brakes as a result of being faced with an emergency situation is able to quickly apply the brakes as hard as possible without the fear of needing to compensate for a wheel locking up.



with these systems.

While the term ABS is used across motorcycle makes, there are variations in the braking systems that are combined with ABS and the types of ABS technology used

ABS is now available on a range of motorcycles, either as standard or as an optional feature. ABS should be a priority when buying a motorcycle. A list of some motorcycles that have ABS is available at:

<https://www.vicroads.vic.gov.au/safety-and-road-rules/motorcyclist-safety/abs-for-motorcycles/list-of-motorcycles-with-abs>.

Also www.mylicence.sa.gov.au/motorcycleABS.

Courtesy of www.spokes.com.au Go there for more details.

MOTORCYCLE PARKING

On-street

Within the Adelaide CBD there are over 1,000 FREE on-street parking spaces designated specifically for motorcycles. The majority of these parking spaces are available all day, with 36 spaces being timed. In addition, motorcyclists can use any ticketed or timed parking bay. However, they must comply with the parking control. If in a ticketed bay the required fee must be paid and the purchased ticket retained.

Please check the signs carefully each time you park as on-street parking zones can change at any time.

When parallel parking, at least one wheel must be as near as practicable to the kerb. When angle parking is indicated, a motorcycle must park within the bay with one of the wheels as close as possible to the kerb.

Off-street

UPark has 54 motorcycle parking spaces. Casual spaces range from \$5–6 per day. Reserved spaces are also available. Contact UPark to find out more. There are a number of other off-street car parks where motorcycle parking is permitted:

- **UPark at Central Market** (21-59 Grote Street)
- **UPark on Gawler Place** (9–17 Gawler Place)
- **UPark on Grote Street** (82 Grote Street)
- **UPark on Light Square** (22-140 Currie Street)
- **UPark at Topham Mall** (52-54 Waymouth Street)
- **UPark on Wyatt Street** (18-34 Wyatt Street)
- **Adelaide Central** (225 North Terrace)
- **Myer Centre** (22 Rundle Mall)
- **Plaza** (14 - 16 Solomon Street)
- **Rundle Place** (90-100 Grenfell Street)
- **State Centre** (172 Gawler Place)
- **The Terrace** (124 - 126 Hindley Street)

For a downloadable map of all parking spaces go to the web address below, especially useful for the timed spaces:

http://www.adelaidecitycouncil.com/assets/0Motorcycle_parking_for_web_page__August_2015.pdf
Info courtesy of the ACC

RIDER AWARENESS NT

Good news! The RANT AGM last week elected a new president and a full committee, the first for 10 years. Congratulations to president Lachlan Macdonald. We look forward to working with you. Thanks Liza Tobin (former Prez) for your many years of dedicated work in driving RANT.

ECE 22.05 HELMETS APPROVED FOR VICTORIA VMC press release

Victorian riders welcomed an announcement by VicRoads legalising the use of European ECE 22.05 motorcycle helmets. This step brings Victoria in line with Queensland and provides Victorian riders with the opportunity to access and use the world's safest helmets.

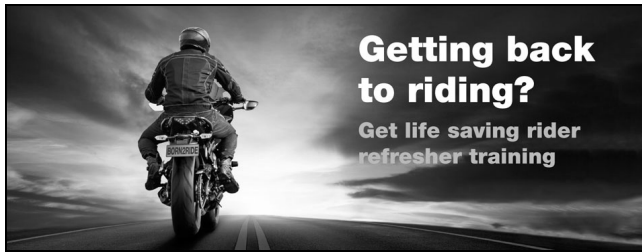
Research shows that Australian helmet standard AS1698 does not represent world's best practice in helmet construction and design. The Victorian Motorcycle Council has long lobbied for the inclusion of the internationally-recognised ECE 22.05 helmet standard alongside AS1698. The VMC applauds VicRoads for taking this step which puts motorcycle safety above commercial interests and regulatory complexity.

Peter Baulch, Deputy Chairman of the VMC and key member of the Australian Motorcycle Council's Helmets Committee, said, "This is a significant step towards simplifying the complex helmet regulation picture across Australia. The Australian helmet standard has fallen behind the rest of the world and now we need the other states to come into line and for the ACCC to step up and legalise the sale of ECE 22.05 helmets in Australia."

All motorcycle helmets sold in Australia are fully imported and require recertification to AS1698 per Australian consumer law. This adds significant costs and acts as a barrier reducing the available range of safer helmets in Australia. State law dictates what can be worn however, which means that Victorian riders will now be able to order ECE 22.05 helmets online or bring them back from overseas trips without facing stiff penalties out on the roads.

The Victorian Motorcycle Council calls upon all state roads authorities and the Australian Competition and Consumer Commission to work together to align helmet sale and use laws, and to nationally adopt ECE 22.05 helmets.

In South Australia the MRASA has been told that it doesn't matter what Victoria has done. The Minister responsible wants documented proof and research that says it will be better to go with the EC standard before they will even think about it. So we have some work to do Ed.



If you are getting back on the bike after a lengthy break, you may be surprised at how much has changed.

New bikes accelerate quicker and are equipped with a range of new technologies that weren't available in the past.

Chances are your helmet and riding gear will need to be updated – along with your riding skills. Whether you are an experienced rider, or you haven't ridden for a while, you could benefit from updating the knowledge and skills that could help protect your life.

Performance has improved incredibly. Developments like ABS and integrated brakes are worth considering.

Resist the urge to just dust off your old gear and get on the bike. Chances are your helmet, for starters, may not be as safe as those on the market today. The same will no doubt go for the rest of your riding gear. As with bikes, times have changed and so has the technology of protective gear – new materials and features offer improved safety, visibility and comfort.

The *RiderSafe Returning Rider Course* is a tailored refresher program for motorcycle riders. The course teaches defensive riding skills and enables riders to practise these skills under the guidance of a motorcycle riding instructor. The course covers issues such as safe braking and cornering techniques, hazard perception, protective clothing, vehicle technology such as ABS and carrying a pillion passenger.

The course is conducted over half a day at St Agnes and Murray Bridge RiderSafe motorcycle training centres, with country courses at Millicent, Barmera, Port Pirie and Whyalla. The course is voluntary and costs \$116.

For more information and bookings call RiderSafe on 1800 018 300.

ECE 22.05 IN AUSTRALIA

Australia is gradually accepting international helmet standards in the wake of the Northern Territory this week adopting the wider rules. Queensland was the first state to accept the United Nations Economic Commission for Europe standards, commonly referred to as ECE 22.05, early this year, and Victoria followed suit last month. Now the Northern Territory has joined in, but there is a speed bump in Tasmania and South Australia.



Helmet campaigner Wayne Carruthers welcomed the NT joining in the relaxation of the rules to allow international helmets. To comply, helmets

need the E1 label in a circle on the chinstrap. He says he has been pushing various states for a response to this issue and received notice that the NT had accepted the standard on Wednesday, Sept. 16. However, he also received a letter from Tasmania advising that the Department of State Growth is awaiting a decision by the Australian Competition and Consumer Commission (ACCC) regarding the possibility of broadening the supply of motorcycle helmets to UNECE 22.05, and the US Federal Motor Vehicle Safety Standard (DOT-21 8). "Until a clear direction is reached by the ACCC regarding the appropriate standards available for purchase within Australia, I am reluctant to amend the current Tasmania road rules to permit the use of these helmets," the letter says.

While South Australia is yet to respond formally, Wayne says he is aware the SA Minister asked the police to advise them on the legality of interstate riders wearing UNECE helmets while in SA because the police rang him. "They will be advising the Minister the helmets are not legal in SA," Wayne says. The problem is that the Minister should have asked the State Solicitor General who is the correct legal advisor to government in each state. "When you don't want something legal (or don't understand) you ask the police. When you want to find a way to make something legal you ask the Solicitor General."

Mark Hinchcliffe Motorcycle News 17.9.2015

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% repairs, all Aussie leather	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.

QLD FIRST FEMALE M/C COPS

Queensland will see its first female motorcycle cops hitting the road, as the police force celebrates a major milestone.

Senior Constables Linda Tajnai and Rozanna Henriksen were among five officers who passed the force's rigorous motorcycle training course. Officers must be able to handle motorbikes weighing more than 300 kilograms and three failed the most recent test.

Police Commissioner Ian Stewart said it was a very demanding course. "The size of our standard motorcycles is an issue for some of the people who participate, both men and women," he said.

"This is the first time that a female has successfully completed it."

Police Minister Jo-Ann Miller said the last time a female officer did the course was in the 1970s and she had to pull out when she discovered she was pregnant.

Senior Constable Henriksen said she had been determined to get through the gruelling three-week course. "Giving up was not an option for me and it is a very proud moment - I'm excited to get out on the road," she said.

Mr Stewart said no special concessions were made for the female senior constables. "It just shows that gender diversity is alive and well in our organisation and it's supported, but we will never drop our standards," he said.

"They have met the standards and gone over and above and I wish them well in the future to ensure that our roads are safe."

Photo: L to R Senior Constable Linda Tajnai, Police Minister Jo-Ann Miller and Senior Constable Rozanna Henriksen.



AAP

MRA COMMITTEE

President – Phil McClelland 0408 607 788
 Vice-President – Ebi Lux 0418 800 362
 Secretary – Cathy Lux 0408 853 380
 Treasurer – Angela McClelland 0428 887 751
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 Road Safety – Ebi Lux 0418 800 362
 Stock Controller – Skoota Hamilton 0481 367 883
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 Minutes Secretary – Judi Overman 0488 711 947
 Register Liaison – Cathy Lux 0408 853 380
 SAMRATS Coordinator – Ken King 0401 866 037
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 4Bs Coordinator – Phil McClelland 0408 607 788
 Webmaster – Graeme Rawlins 0419 832 384
 Public Officer – Harald Lindemann 0421 289 714

Mid-North Register Committee

President - Stuart 'Toot' Bunnett (08) 8636 2689
 Vice-President - Jackie O'Reilly (08) 8668 4245
 Secretary – Greg Stevens 0409 842 434
 Treasurer – Barry Stoneman (08) 8825 3065
 MRA Mid-North PO Box 37 Snowtown SA 5520

South-East Register Committee

President – George Osis 0409 159 862
 Vice-President – Frank Koennecke 0427 651 030
 Secretary – Ellen Koennecke 0429 065 103
 Email: koennecke@bigpond.com
 Treasurer – Andrew 'Crazi' Butler 0427 249 779
 Public Relations SA –
 Public Relations Vic – Turbo 0427 214 180
 Rally Coordinator – Andrew 'Crazi' Butler 0427 249 779
 Committee Member: Steve Trembath
 MRASA South-East PO Box 909 Millicent SA 5280

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 _____