

CENTRESTAND

December 2015



THIS ISSUE

MRA TOY RUN

MAC SALE

GOOD GEAR

SMIDSY DRIVERS

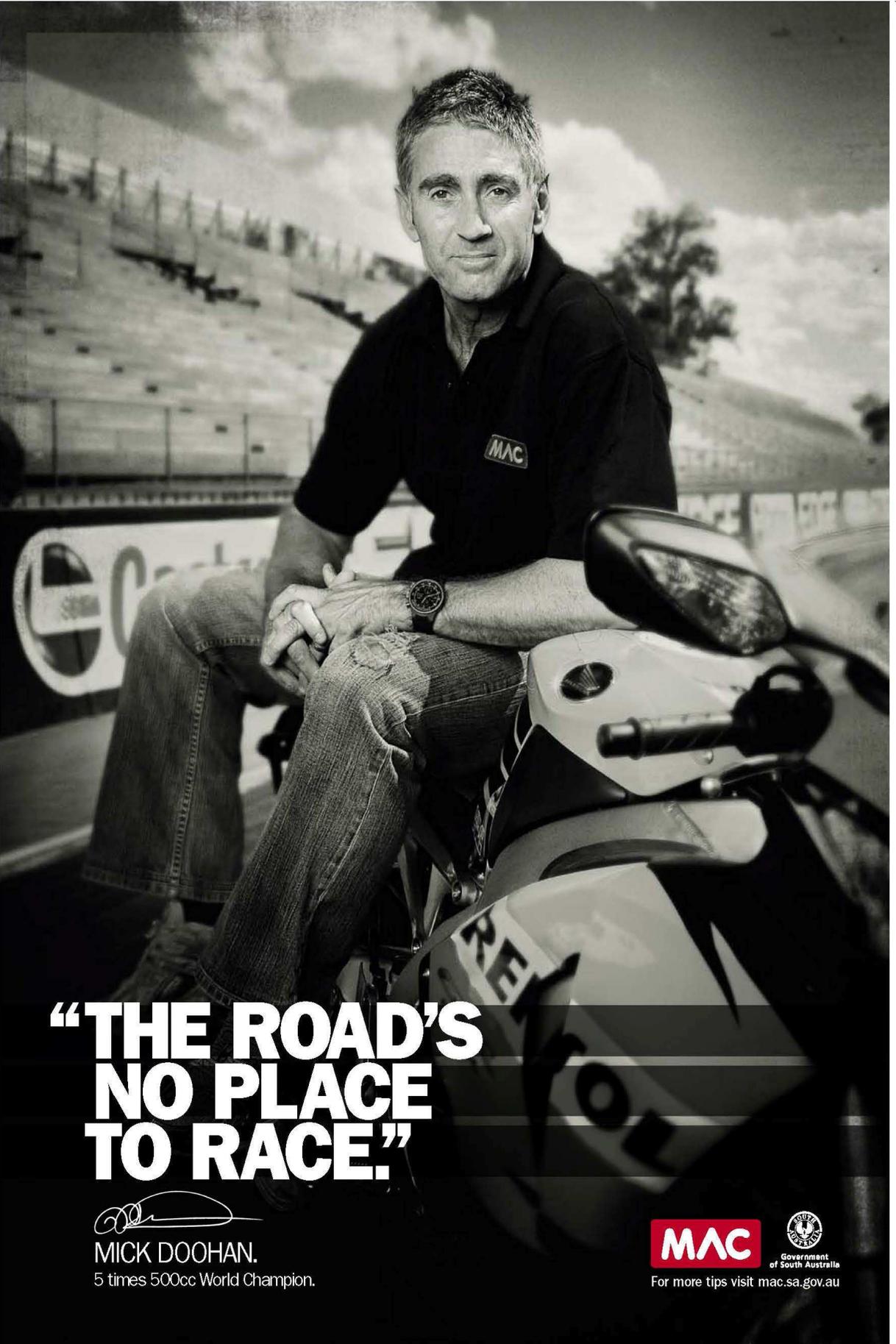
HELMET HARMONY

ROAD SAFETY ENQUIRY

OPERATION SAFE HILLS

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

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COVER PIC: BMW GS650F near Murray Bridge – Harald Lindemann

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EDITORIAL

Peter Mount

I'm filling in for Harald this issue as he is swanning around New Zealand on a bike tour, and taking in the Bert Munro Challenge Rally at Southland, where Bert comes from, down the bottom of the South Island. Lucky blighter.

We have a bumper issue for you this month, covering a wide range of topics that will have an impact on all of us one way or another over the summer months and beyond.

Clothing is always at the forefront of our minds during the summer, for we are invariably trying to juggle safety with coolth. T-shirts are OK, you know, provided they're under a decent jacket. Are jeans OK? Well, they're better than lightweight daks, but not as good as leather or Kevlar-reinforced pants. And please, no shorts and thongs, or the Darwin Principle will prevail.

We have quite a bit of discussion on Aussie research into good gear, with a particular focus on the standard of it and, generally, what to look for and what to avoid. European riders have similar clothing issues too, for both summer and winter wear, and the motorcycle industry there is busily engaged in improving the quality of apparel.

Apparel includes helmets, of course, and, as you will know from previous *Centrestand* issues over recent and distant years, they have been a perennially hot topic of controversy. AMC on a national front and its member bodies in the states and territories have been pushing for access to better, safer helmets and national uniformity of helmet laws very strongly over the last few years with an increasing degree of success. It is, nevertheless, still disappointing that the cumbersome wheels of change must grind along so slowly, and often repetitively.

The MRA is concerned that the Government's proposed (impending?) sale of the Motor Accident Commission will lead to a reduction in its road safety programs, particularly those related to motorcycling. Our concerns are reflected in the detailed articles.

Talking of road safety and MAC, the commission (with Mick Doohan) is once again onboard in a partnership with the MRA to help us put on the Toy Run and to promote safety throughout the coming year, for which we're always appreciative.

Enjoy your summer riding, watch out for SMIDSYs, avoid fatigue on long trips. Did I say 'enjoy'? No, *revel* in your riding! Always!

Peter

PRESIDENT'S REPORT

The MRASA has been busy, the MRA Toy Run is just around the corner and the weather has been great for riding. The AMC required more of my time over the last couple of months. The AMC is our peak advocacy association for road-registered motorcycles with its focus on the national issues. The Chairman plays a critical role. The Chairman, Shaun Lennard, accepted the position of Media Adviser to Senator Ricky Muir, Senator for Victoria, from the Australian Motoring Enthusiast Party (AMEP). We lost a long-serving and hard-working leader and gained an informed, dedicated motorcycling Canberra insider. It is no coincidence that the Senator's recent speeches have had a motorcycle focus. As an existing Executive Committee member and a South Australian Delegate, I accepted the appointment of AMC Chairman in an interim capacity and started the search for a strong candidate to hand over the reins to.

In late October, Peter Baulch was appointed the new Chairman. Peter has a long involvement with motorcycling, is a previous Chairman of the Victorian Motorcycle Council and is a current member of the Ulysses Club National Committee. He brings a strong background in business and management to the position.

A big moment on the AMC national scene was the recent meeting in Adelaide of the Transport Infrastructure Council. Attended by the State and Territory Transport Ministers, an agenda item was the ECE 22-05 helmet standard. An extract from the meeting reads: "Ministers also agreed on the need to resolve inconsistencies in standards for the sale and use of motorcycle helmets and agreed an update on progress would be provided to the next meeting."

What we are all waiting for and need is for all the states to push the Federal Government to amend Consumer Protection Notice No.9, which states in part that only helmets complying with Australian Standard 1698-1988 can be sold in Australia.

We are one step closer to getting the best helmets legal in South Australia.

Rider protective clothing is under the spotlight. A recent informative study found eight out of ten of the most commonly worn motorcycle suits in Australia have failed abrasion tests. The study

was conducted by Dr Chris Hurren at Deakin University (Sydney) in collaboration with researchers from Neuroscience Research Australia. Senior Research Officer Dr Liz de Rome says only two suits passed at the minimal level of the European standard. "Eight failed miserably," she says. "They are supposed to give four seconds of slide time but quite a number of them got less than half a second. The gear that is out there is not good. We need to get the manufacturers competing to improve, without a set upper limit for performance."

While the study has not yet been published, preliminary findings were presented at the 2015 Australasian Road Safety Conference .

The MRASA continues to monitor and ensure compliance to standards of the non-skid surface of steel plates over deep road excavations. If you come across a suspect plate, take a photo and send an email to us. DPTI is now up to speed and is responding promptly to our alerts.

The website (and our thanks to a great webmaster in Graeme Rawlins) is constantly being updated with news and information. It is a truly great resource and the place to be informed and stay up-to-date. Recent news includes the announcement of a course organised by the MRASA teaching how to ride road bikes on unpaved roads and the dates for specialised first-aid training for motorcycle accidents. The MRA-developed Returning Rider Training Program is up and running. Open to any rider with a full motorcycle licence, this course is run to refresh your riding skills and, for the riders of my vintage; it will probably be the first time we have actually had any formal training. The course teaches skills that will help to keep experienced riders riding. Think about this, when you are asked "What do you want for a Christmas or birthday present this year?" you can now suggest a present that helps you keep safe whilst riding. Given the Austroads study released on the 3rd November showing sportsbike riders, in particular older riders, have greater odds of being involved in serious injury crashes than riders of other types of bike, this course has come at the right time.

Stay safe; enjoy your ride and Best Wishes for a Happy Christmas

Phil McClelland President MRASA

A MESSAGE FROM MAC

Spring has certainly sprung in South Australia, bringing with it a run of perfect riding conditions. That means it's also time to brush up on bike maintenance and rider and passenger safety tips.

Motor Accident Commission (MAC) General Manager, Road Safety, Michael Cornish, said riders can make decisions to reduce their level of risk each time they ride simply by riding to the conditions and always sticking to the speed limit.

“On a motorbike one small amount of thrill-seeking or loss of concentration can result in death or serious injuries,” he said.

“Injuries can lead to a lifetime of pain and disability so severe you may never be able to ride a bike again.

“Motorcyclists are more vulnerable on our roads because they are more exposed, so wearing the right gear can be the difference between a nasty fall and injuries that prevent you from riding again.

“Wearing the right gear, such as gloves, jackets, trousers and footwear, can certainly help to reduce injuries in a motorcycle crash. If you're riding with just a pair of jeans and a T-shirt, you may as well be riding naked.”

MAC has a range of resources, developed in consultation with the Motorcycle Riders' Association of SA, which share important safety reminders. These include tips on getting motorcycles road-ready, 'gear up' tips for riders and protective tips for pillion passengers.

Motorcycle safety tips can be found on the MAC website here:

<http://www.mac.sa.gov.au/motorcycle-tips>



PROPOSED SALE OF MAC

The Motorcycle Riders' Association of South Australia (MRASA) has serious concerns over the planned sale of the Motor Accident Commission (MAC). A Government-owned compulsory third party insurance scheme plays a significant role that would not be met by private ownership even with legislative guidelines. A short-term financial gain from a sale of the MAC would leave a long-term impact on all vulnerable road users and a socioeconomic impact to many. There are stark differences between a government entity and a private sector corporation.

Vulnerable road users are usually classified as motorcycling, cycling and pedestrian and our association is primarily focused on motorcyclists, who require special treatment and attention. Vulnerable road users are at risk from other road users and do not have the layered protection that engineered safety designs have provided for four-wheeled vehicles. The MAC programs and advertising campaigns aim to educate road users on making better decisions to reduce road trauma. The successful consultation and targeted campaigns would be under threat in a privatised MAC.

There are many available reports showing the higher ratio of motorcycle injuries compared to four-wheeled vehicles, and a straight cost of insurance to cost to the system would show they would pay an increased CTP premium in a privatised system. Indeed, interstate examples of privatised CTP prove this out.

Motorcycles play an important role in our society. They provide our society with an affordable and congestion-reducing option when cycling, walking or the public transport system does not meet their transport needs.

Students, the unemployed and the financially disadvantaged can all have a reliable means of transport with low overheads, but only if registration and CTP are managed equitably. The social flow-on from privatising CTP isn't an issue for a corporate entity but it is a responsibility for a responsible Government.

Philip McClelland
President MRASA

MAC SALE LC HEARING**By Ebi Lux**

A shock announcement of the proposed sale of The Motor Accident Commission was made one week before the last State Government election, subject to the usual parliamentary process. That process has now reached the Legislative Council's Statutory Authorities Review Committee where interested parties are given an opportunity to put forward a submission supporting or opposing the proposal. As South Australia is again following the lead of the eastern states in this proposal, the MRASA has had ample opportunity to review the precedents. Unfortunately the NSW example is a horror story of apparent mismanagement, lack of governance and spiralling compulsory third party (CTP) premiums.

Even though the announcement of the proposed sale was made without due consultation, and at the end of an election campaign, and even though the MAC Board's counter proposal was not publicly available despite being listed as the first item in the Terms of Reference for the hearing, MRASA submitted a proposal against the sale of MAC. We were subsequently invited to attend the review committee hearing and expand upon our submission.

The submission and presentation, made on behalf of all motorcyclists, was centred upon protecting motorcyclists' rights as road users by keeping premiums at a fair and equitable level determined by accurate analysis of crash statistics

In addition, we were concerned that the road safety education and motorcycle awareness programmes provided by MAC would cease under a privatised scheme, as the focus would move from community responsibility to shareholder responsibility, with profit margins and rates of return being first and foremost.

Michael Ray and I presented to the committee after having prepared a comprehensive argument of why the MRASA opposed MAC privatisation.. We arrived at the hearing in time to hear the former MAC Board Chairman give evidence. We were amazed to hear that, under Treasury direction, MAC was instructed to raise CTP premiums rather than reduce them by \$30 as MAC had recommended (see *The Advertiser* 24/11/2015), This statement suggested that our

biggest fears were in fact a reality. Premiums could be set based on political expediency rather than financial justification.

During the course of our presentation, the leader of the committee questioned the size of our membership. I had the distinct feeling that he focused on MRASA membership numbers rather than the number of motorcyclists a "sell at all costs" outcome would affect, and had not made a connection with the economic reality of the backlash caused by the disproportionate rises in motorcycle CTP premiums that had occurred under the NSW model.

From the statements made by some of the committee members it would appear that the review process was a formality merely to ensure correct procedure had been followed. It was apparent that economic expediency will prevail even though no long-term gain is evident.

Notwithstanding the negativity we witnessed during both our presentation and the previous one, motorcyclists and their representative body, the MRA, have a duty to stand up and be heard when situations like this arise. If nothing else, we have served notice that South Australian motorcyclists will not accept being treated as outcasts. The Government may well have decided on its desired outcome some time ago, but the MRASA will be on record as having advocated for the implementation of a fair and equitable process to determine future compulsory third party premium schedules. If that does not occur then we as a body must use our democratic right to remove those who made the wrong decisions.

Michael and I would like to thank Christopher "CJ" Burns, Cathy Lux, Phil McClelland and Peter Mount for their in-depth knowledge and assistance in preparing the MRASA presentation to the Legislative Council committee.

OLDER = RISK, MORE-OR-LESS

Older sportsbike riders are at greater risk of a serious injury crash than riders of other types of bike, but the older the rider the safer they are on other bikes, according to the Motorcycle In-depth Crash Study released by AustRoads in November. The study also found that bikes need better technologies (ABS, traction control, etc), riders need to be more aware and roads should be optimised for motorcycles.

TOY RUN REPORT

By Cathy Lux

This is always an exciting time of the year. Beautiful weather, the beach, Christmas parties, end-of-year functions and, of course, the annual MRASA Toy Run.

Bikes and scooters of all shapes and sizes gather at the Clipsal Track, Victoria Park, on Sunday 13th of December, the riders all with the same thing in mind – toys and a ride. **It's for the kids.**

At Victoria Park, the line up on the Clipsal Track is spectacular – a sea of colour. Thousands of bikes are decorated with tinsel and the riders sometimes too. There are always a few Santas. The atmosphere is electric and festive, with an air of expectation. I can't describe it adequately, so you have to come and experience it for yourself.

There is a BBQ and two coffee vans (they're really needed). SAPOL has a PR van. Vinnies has a toy collection point for those not able to get to Callington. MRASA has a prepaid ticket booth for entry to the oval at Callington. This makes entry at Callington quicker. Toy run badges and hats will also be on sale at Vic Park.

Santa arrives at Vic Park at about 10.15am. The excitement builds until at 11am precisely the ride begins, led by Santa. It's an iconic ride for thousands of bikers, with the end-point at Callington.

The ride travels from Vic Park to Callington via Hutt St, Glen Osmond Rd and the South-Eastern Freeway. Nothing beats riding with a few thousand mates. Group therapy at its best.

At Callington, the entry fee is \$5. This helps to pay for the organisation of the day. The band, the marquees, the toilets, the power leads, transport, cleaning, equipment, advertising, insurance – list goes on and it all costs.

There will be a variety of food stalls, trade stalls and bike clubs. We have a Show and Shine, so if you have a bike that you think is the best, enter by ringing the Show and Shine Coordinator on 0412 937 606, or enter on the day. The band, Kopy Katz, will entertain us throughout the day.

As a first-ever event of its kind at this year's MRA Toy Run, Peggy and Ray will exchange wedding vows at Callington.

The reason for the Toy Run is to bring a toy for Vinnies to give to children throughout South Australia. The fluffy toy looks great on your bike but is not always the best choice. Why not buy a fluffy toy to use on your bike each year and buy a different gift to donate? The age range of children is 0 to 16. Books, games, puzzles, sports gear, DVDs, magazines, cosmetics and educational toys are a great idea. If they need batteries, put some in as well.



MRA TOY RUN
DECEMBER 13 11am
CLIPSAL TRACK

The Toy Run would not be possible without the efforts of the Toy Run Committee who have been working tirelessly since February this year. Without the volunteers who help on the set-up day prior and the day itself, we would have no Toy Run. We have a large list of sponsors who help us through both monetary and 'in kind' donations to make the day a success. When you come in through the gate, look at the sponsors board and support these companies: they support us.

The 37th MRASA Toy Run, Sunday 13th of December, leaving Victoria Park at 11am, travelling to Callington Oval for a day of festivity. Donated toys go to St Vincent de Paul.

Cathy Lux

HELMET HARMONISATION PUSH

Chairman of the Australian Motorcycle Council (AMC), Peter Baulch, has called on all State and Federal authorities at the 4th Transport and Infrastructure Council meeting in Adelaide to support nationally consistent standards for the sale and use of motorcycle helmets.

“Current standards for motorcycle helmets are inconsistent across State jurisdictions, meaning a rider could leave one State with a perfectly legal helmet and enter another State, breaking the law,” said Mr Baulch.

“The confusion and frustration caused by this inconsistency make it sensible that we should have uniform requirements across all States that are in line with current advice in terms of safety.

“The Commonwealth Government through the ACCC is responsible for the standards that relate to the sale of helmets, whereas each State is responsible for the standards that relate to use.

“The Commonwealth and ACCC have since 2012 been undertaking a review of the sale of helmets, and some States have put off updating their laws for use in order to align with the outcome of the review.

“Conversely, some States have updated their standards to meet the latest European guidelines but riders are unable to purchase helmets that meet these European standards due to the outdated federal laws, making the sale of these newly approved helmets illegal.

“The AMC and all State Affiliates have written to their respective State and Federal Governments seeking prompt resolution, as consumers are being seriously disadvantaged.

“Delays stemming from the Federal Government and the ACCC review are frustrating and I believe transport agencies across all States can work together to resolve this issue quickly,” said Mr Baulch. He believed the Transport and Infrastructure Council meeting held in Adelaide in early November had provided an ideal opportunity to make progress on the matter, as Ministers had agreed on the need to resolve inconsistencies in standards for the sale and use of motorcycle

helmets and agreed an update on progress would be provided to the next meeting.

“Motorcyclists represent the fastest growing mode of powered transport in Australia and a rapidly expanding proportion of road users, and the AMC believes the Transport and Infrastructure Council can work quickly to address this important safety issue,” said Mr Baulch.

Euro Helmets Legal in NSW 2016

NSW Minister for Roads Duncan Gay has announced that helmets that meet the European Standard, which has been adopted in many other countries around the world, will soon be able to be worn by motorcyclists in NSW, which will bring this state into line with Victoria, QLD and the Northern Territory.

The importance of wearing the right helmet when on a motorbike can be the difference between life and death.

Mr Gay said different helmets can offer varying levels of safety, and this is why the NSW Government is encouraging riders to visit ridetolive.com.au and pick the safest and most recommended helmets available in Australia.

“To help motorcycle riders make the safest choice, the NSW Government works closely with the NRMA and the Victorian Transport Accident Commission to regularly assess helmets and provide riders with easy-to-understand ratings based on protection and comfort,” Mr Gay said.

“Out of the 30 helmets crash-tested in this latest batch, the SHARK Explore-R came out on top with four-out-of-five stars for both protection and comfort. This was followed by the FOX V1 and HJCFG-17, which both scored four stars for protection and three stars for comfort.

“It’s a critical time to discuss motorcycle safety given motorcycle riders are over-represented in the NSW road toll, accounting for around 21 per cent of road deaths and 12 per cent of injuries.

“Our first step is to work with the Federal Government to align proposed changes in NSW road rules with the necessary changes in Australian consumer laws.

“While I appreciate our neighbouring states have made changes to their own laws, it makes no sense to allow the wearing of helmets without fixing the

retail side of it at a Commonwealth level – we need to enable helmets manufactured to the European Standard to be both worn *and* sold in NSW.

“To resolve this, we will be writing to the Federal Minister to ask for amendments to the consumer laws so international helmets can be legally sold right across Australia.

“This will give riders and retailers access to a wider range of quality motorcycle helmets and is a win for rider safety and retailers,” Mr Gay said.

The new helmet regulations are expected to be in place by early 2016.

ACT Endorsement

ACT Minister for Justice, Shane Rattenbury, has called on other jurisdictions to support nationally consistent standards for the sale and use of motorcycle helmets at the 4th Transport and Infrastructure Council meeting in Adelaide.

“The delays stemming from the Federal Government review are frustrating and I believe transport agencies across jurisdictions can work

together to resolve this issue quickly. As such, I requested this issue be brought to the Transport meeting in Adelaide (on November 6).

“I have also written to the Federal Government to seek advice on the expected timeframe of their review and to seek their support to resolve this issue promptly.

“Motorcyclists represent a growing proportion of road users and I believe we can and should work quickly to address this important safety issue,” said Mr Rattenbury.

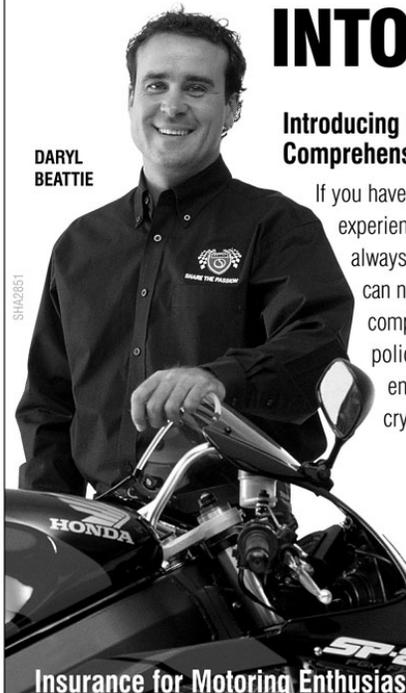
Jen Woods from the Motorcycle Riders' Association of the ACT was also supportive of moves for a national standard.

“The Motorcycle Riders' Association of the ACT, as a delegate to the Australian Motorcycle Council, calls for harmonisation of laws across Australia to clarify the situation around helmets and also supports the legalisation of motorcycle helmets to UN standard ECE 22-05 and other international standards. The MRA ACT is very grateful to Minister Rattenbury for his support of this issue,” said Ms Woods.

Standards Australia will conduct a public forum in Sydney in February to discuss the new helmet laws.

Note: Any success to do with national helmet harmonisation, both current and forthcoming, has been and will be due to the indefatigable efforts of Guy Stanford (AMC Helmets Committee Chairman) and his team, the AMC Executive, AMC Member organisations and Maurice Blackburn Lawyers. We extend our appreciation to you...Ed.

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NEXT BLOOD RUN
Saturday February 6 2016

8.30am Roll-up, 8.45am Departure

**For the Regent Arcade Blood Centre from
 Kurralta Park Shopping Centre
 Anzac Highway**

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

SENATE ROAD SAFETY HEARING

By Ebi Lux

A Senate Rural and Regional Affairs and Transport References Committee Hearing was conducted in Adelaide on October 26 entitled **Aspects of Road Safety in Australia**.

Terms of Reference were to inquire into and report on aspects of road safety in Australia, having 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.

The Centre for Automotive Safety Research (CASR), through Dr Jeremy Woolley and Dr Matthew Baldock, concentrated heavily on upcoming technological improvements on vehicles ultimately leading to the driverless car. The problem is that the transition from our current situation will take time given the age of the South Australian vehicle fleet.

Road configuration in the meantime can and will reduce accident rates. Swedish research using a variable three-lane highway system has been highly successful, especially when combined with centre lane barriers or audio-tactile rumble strips. The centre lane is alternately allocated to either the up- or down-track for overtaking.

The biggest ongoing problem is driver attitude where risky and dangerous behaviour continues to be displayed. CASR and other road authorities admit that until all vehicles become autonomous driver attitude will become more and more critical in crash avoidance. As we are experiencing already, over-reliance on safety systems can lead to complacency and lack of concentration. Until the vehicle does fully drive itself, the driver must remain alert at all times.

A crucial discussion centred on defining road safety responsibility. It was agreed that the states have road safety responsibility and Federal Government has standards responsibility but the true leadership and impetus needs to come from the federal level.

At the moment we have a situation where the lowest common denominator is the accepted standard as it is easier to achieve consensus, rather than aiming for the highest standard.

An important factor influencing progress is overcoming political and administrative inertia. Whilst rigorous research into new safety paradigms is necessary, prompt action to implement the findings must ensue.

St John Ambulance wants to teach everyone basic first-aid with their driver training. The rationale is that brain damage can start within the first three minutes' of oxygen deprivation. This is a practical solution to an emergency situation. However, with lack of practice in the emergency first-aid field the reality is that this creates a population keen to do the right thing but not necessarily having the right skills to perform the task.

ACRS was hard-hitting and stated we needed a coordinated future plan to stop investing in yesterday's technology and to spend money where it will be effective in the future. The approach to road safety needs to be holistic not fragmented. A fragmented approach leads to Band-Aid solutions which shift issues elsewhere. As with the CASR submissions, road safety improvements need leadership generated at the top level with each person taking responsibility for their part within the mobility cog. One interesting point made was that in the long term we need to reduce the number of inter-city heavy vehicles on the roads and get that freight back onto trains or ships.

From transcripts available of the hearing it is evident that SAPOL supports CASR's lower speed limit approach as well as expanding the educational and punitive measures to reinforce the road safety message.

The above summary of submissions does not directly involve motorcycles. However, we are part of the whole mobility system and are affected by changes made to other parts of the cog. Crash avoidance sensors installed in cars will ultimately also avoid bikes. Fewer heavy vehicles on the roads will free space and resources for other road users. Centre lanes and barriers will separate vehicles from each other. However, the one point which no rider can avoid is the fact that each one of us must take responsibility for the way we ride, the decisions we make and the consequences of each action we take.

Think Safe, Ride Safe, Be Safe

SMIDSY DRIVERS PERSISTENT

Distracted drivers who forget to look out for motorbikes are being blamed for a spike in motorcycle deaths, as new data shows the number of riders killed on Australian roads grew by more than six per cent in the past year.

The Australian Automobile Association's latest National Road Safety Strategy performance report reveals motorcyclists accounted for nearly 18 per cent of the 1189 deaths on the nation's roads in the twelve months to September.

University of Adelaide Centre for Automotive Safety Research deputy director Matthew Baldock said there was only so much motorcyclists could do to protect themselves and were "to some degree" putting their lives in the hands of others every time they hit the road.

Dr Baldock said most multiple vehicle motorbike crashes were caused by cars failing to give way at intersections. "When people scan the road to give way what they tend to be looking for is other cars or trucks or buses," he said. "They don't tend to actively look for motorcycles."

The report found the nation's overall road toll increased by 2.1 per cent over the same time period. SA, WA and NT were the worst performing jurisdictions in the country, reporting road fatality increases of 16.3 per cent, 4.8 per cent and 18 per cent respectively. These states were given a "red" rating by the AAA, indicating they're falling short of National Road Safety Strategy (NRSS) targets.

Pedestrians, motorcyclists and cyclists were also given red ratings, meaning they are the most at-risk user groups on our roads.

The report found car passenger deaths also rose substantially over the same period, increasing by 8.8 per cent, while the number of cyclists killed dropped by 43.4 per cent. The number of pedestrians killed grew from 157 to 162.

Australian Motorcycle Council Secretary Tony Ellis said rider fatalities were increasing because there were more motorbikes on the road.

He said "driver distraction" was the biggest threat to motorcyclists' safety and even minor crashes

could have serious consequences for riders.

AAA Chief Executive Michael Bradley said more needed to be done to improve road safety. "It is concerning that pedestrians, cyclists and motorcyclists are all rated as red on our traffic light system," he said.

"All road users need to exercise vigilance and drivers need to be aware of vulnerable road users such as motorbike riders, pedestrians and cyclists."

Drivers who "forget" to look for motorcyclists are known within the motorcycling community as SMIDSY drivers, for "Sorry mate, I didn't see you". Motorcyclists say of SMIDSY drivers that it's not that they didn't see, it's that they didn't look, and that for that there's no excuse...Ed.
(Info courtesy AMC and News Corp)

VIC LANE FILTERING LEGAL

The Victorian Motorcycle Council (VMC) and motorcycle and scooter riders throughout Victoria welcome the start of legal motorcycle lane filtering. The VMC has congratulated VicRoads and the Minister for Road Safety, Luke Donnellan MP, for implementing lane filtering which both improves rider safety and helps reduce traffic congestion, to the benefit of all road users.

Coupled with footpath parking and a comprehensive City of Melbourne motorcycle plan, Victoria is now a leading motorcycling state where motorcycles and scooters are encouraged as a legitimate transport choice and as part of transport policy.

"It made no sense that riders were penalised for using their vehicle's small footprint to both improve their safety and make progress through traffic," said VMC Chairman Rob Salvatore. "Now filtering will be an expressly legal activity that will help to maximise the efficient use of our limited road resources for the benefit of all road users."

Joining NSW, QLD, the ACT and many other jurisdictions around the world, Victorian motorcycle and scooter riders can now legally take advantage of their smaller footprint, improving their safety and sharing the roads more efficiently with all other road users.

GOOD GEAR IS GOOD GEAR, YES?

Continuing from the President's lead-in (see P.4.)

While the study by Dr Chris Hurren at Deakin University and Neuroscience Research Australia has not yet been published, preliminary findings were presented at the Australasian Road Safety Conference (2015). Dr Liz de Rome says we need a five-star rating system for motorcycle protective clothing, rather than mandating protective clothing. She says that if protective clothing is mandated, it could create a market for fraudulently labelled garments. "I really think the five-star rating is absolutely the way to go," she says.

Liz, a rider since 1969, recently told the NSW Parliament's Motorcycle Safety Inquiry that "there is no association between the cost of garments and their protective value, when you look across the spectrum of what is available. Cost and brand name is no indicator of whether the garment is fit-for-purpose," she told the Inquiry.

"We have to find a market mechanism to force the manufacturers to improve their products, and to enable that through what the riders buy. "The best quality product in the market in Australia today is probably the stuff in Aldi – Aldi motorcycle gear.

"I introduced Aldi to a manufacturing consultant who advises companies on how to make gear that will comply with the European standard, and that is what they have done. Nobody else in Australia is producing full sets of motorcycle gear – jackets, pants and gloves – that comply with the European Standards.

"Most of the garments coming in from overseas do not comply. The European standard is a good standard, and we should use that as the benchmark because the clothing has an international market." Liz says she helped simply to prove that effective protective clothing does not need to be expensive, although she agrees that the pricing model used by Aldi is obviously not viable for the market in general. "They have broken new ground in manufacturing that others can now follow." Her previous investigations into motorcycle protective clothing include 'The Good Gear Study', which was the first in-depth study of the effectiveness of motorcycle protective clothing in crashes. "We found that if you are wearing gear with full-impact protection, the serious injury rate is reduced by

30%. It is not 100%; it is 30%. People still get injured," she says.

"It does not prevent injuries; it reduces them. A standard would not get us anywhere." Liz is also the author of *The Good Gear Guide*, published by the Department of Infrastructure and Regional Development.



Duncan McRae, manager of health promotion and advocacy agency Youthsafe, told the Inquiry his observation over 25 years of rider training is that people want to buy good

quality motorcycle gear.

"They go to the marketplace with good money, spend good money and buy rubbish," he says. "They can spend \$2500 on a suit that they think is going to protect them, and it is really just a fashion statement. That suit will not actually do the task that it needs to do." He says a star rating system would educate motorcyclists so they can make well-informed purchasing decisions.

"It will not necessarily be the most expensive item that will offer the best protection. We tend to make that sort of mistake when we are purchasing anything," he says.

(Courtesy motorbikewriter.com)

OPERATION SAFE HILLS

SAPOL has implemented Operation Safe Hills with a specific focus on speeding, and will utilise covert speed cameras.

Commencing on Sunday, November 1, Operation Safe Hills caught 80 motorist speeding on Gorge Rd at Paracombe and Greenhill Rd, Balhannah, 35 of whom were motorcyclists. Seven motorists were detected at 30km/h above the speed limit.

To date, over 13 per cent of motorbike riders and over 6 per cent of other vehicles have been detected speeding.

Superintendent Anthony Fioravanti, officer in charge of Traffic Support Branch, said the numbers indicate motorcycle riders may be using these roads as a racetrack at weekends.

(to Column 2, Page 13)

PROTECTIVE GEAR IN EUROPE

ACEM, the Motorcycle Industry in Europe, has embarked on a campaign informing riders and raising their awareness regarding the benefits of good motorcycling equipment.

Motorcycling apparel can help motorcycle, scooter and moped riders reduce the effects of accidents. Nonetheless the benefits of good quality motorcycling clothing are still widely underestimated.



With the aim of encouraging a wider take-up of protective gear, ACEM has released a booklet in seven languages with information on which equipment to choose. This brochure has been developed within the eSUM (European Safer Urban Motorcycling) Project ensuing from the cooperation between ACEM and four European motorcycling capitals (London, Paris, Barcelona and Rome). The goal is the identification, practical demonstration and adoption of measures for the safer use of powered two-wheelers in inner-city traffic.

While much is being done on aspects such as vehicle safety features, training and raising awareness, improvements in road safety can also be achieved by promoting protective motorcycling wear adapted to the type and the use of bike.

Most riders use helmets. However moped riders and commuters tend to neglect the benefits of protective equipment in terms of safety and comfort. In Mediterranean countries, for example, due to their warm climates, users are still widely unaware that good apparel can combine comfort and safety.

The goal of this booklet is to provide some simple guidelines supported by scientific evidence to help equip the increasing number of motorcyclists with appropriate protective clothing. According to evidence gathered by MAIDS (Motorcycle Accidents In-Depth Study), if involved in an accident, riders wearing appropriate protective

gear are likely to reduce injuries. A 'protection factor' for every piece of garment indicates the percentage of MAIDS accidents in which the protective gear has mitigated or even prevented injuries. Knowledge about the benefits of wearing the correct apparel will help users in making the right choice and contribute to their safety.



(Operation Safe Hills from P.12)

“Gorge Rd at Paracombe in particular has been a dangerous location for motorcycle riders this year with two fatalities occurring since July 18,” he said.

“The stretch of road between Corkscrew Rd and Torrens Hill Rd is very winding and it is not uncommon for road users to misjudge bends.”

“There have been 20 collisions on this stretch of road over the past 12 months resulting in two fatalities, two serious injuries and six casualty crashes,” Supt Fioravanti said.

“It appears as though the message is getting through to all road users except motorcycle riders,” he said.

“We make no apologies for continuing with enforcement tactics along these high-risk roads until every motorcyclist realises the roads are not their racetrack — we must all use the roads safely and responsibly.”

There were 28 collisions on Strathalbyn Rd, resulting in three serious injuries and 11 casualty crashes.

Operation Safe Hills continues until April next year and will cover all of the Adelaide Hills through to Victor Harbor..

(Courtesy The Advertiser)

**Nothing compares to the simple pleasure of a bike ride. Get a motorcycle. You will not regret it if you live.
Mark Twain as paraphrased by Harald Lindemann**

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
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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 & w/s 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
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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.

THE FINAL HELMET BIT

By Peter Baulch AMC Chairman

Anytime you see the "5 ticks" sticker on a helmet remember it is a registered trademark of a company called SAI Global, and as such is not a symbol of compliance to a standard.

This highlights the dilemma caused by conflicting standards: the Commonwealth Mandatory Standard (CPN No.9) and the Voluntary Standard used by States in their Road Rules.

The newly-approved ECE 22-05 helmets are only approved for use in Vic, NT, and QLD. They are not approved for

sale, so the only way to obtain these helmets is on an overseas trip or on the internet.

This is the reason why it is vitally import for each State advocacy group to immediately write to your State Road Minister and the head of your State Roads Authority requesting that the forthcoming COAG meeting in Sydney on December 11 addresses these anomalies and resolves to implement uniform road rules and regulations on a national basis.

I cannot overemphasise the importance of all AMC member associations being seen to speak with one voice on this issue before the COAG meeting.



STARTRACK

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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

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Amount \$ _____ - 00 Expiry date ____ / ____

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