

CENTRESTAND

March 2016



THIS ISSUE

OPERATION SAFE HILLS

HELMET CAMS

RIDING NEW ZEALAND

RIDDEN ON RIDE 2016

Let those who ride decide



M.R.A.
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ASSOCIATION OF SA INC.

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EDITORIAL

Harald Lindemann

Winter is Coming!

Rain, hail, sleet and snow... and wind! (and maybe white walkers). You get the picture – winter is wet and cold and risky – so rug up.

Think about the gear you are wearing. Good motorcycling gear is designed to keep you warm and dry, and allow ease of movement. Boots, jackets, trousers and gloves – check yours out. Are they getting a bit tired? What sort of riding will you be doing over the next few months? Short trips to work might see you through, but longer trips provide the right situations for hypothermia. That's when your body loses more heat than it can generate and preserve.

Next issue we will be printing an article about how well your body copes with cold – remember wind chill? How serious is it?

Don't forget to prepare your bike for winter – check tires and brakes. Winter is Coming!
 Ride Safe, Harald

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2015 GREAT FOR AUSTRALIAN MOTORCYCLISTS

Riders had some wins in 2015

The year of 2015 will go down as one of the best for Australian motorcyclists in a long time with significant law and road rule advances plus more to come in 2016.

The first advance in 2015 was the introduction of lane filtering in Queensland and the start of a lane-filtering trial in the ACT following on from NSW the previous year.



Lane filtering among the wins for riders in 2015

In October, Victoria also joined the fold, while Tasmania, South Australia and Western Australia either didn't feel it is necessary because of lower traffic volumes or turn a blind eye to it anyway.

Meanwhile, in the US, California is writing it into their laws and several other states are considering introducing it at varying speeds, some up to 10mph less than the surrounding traffic which could mean high-speed filtering or, as they call it, lane splitting.

In Australia, lane filtering is restricted to 30km/h, but unfortunately there are several variations of where you can filter in each of the states. Similarly, there are now variations in the new helmet laws across state boundaries.



Queensland was the first to allow riders to wear international standard UNECE 22.05 helmets in January.

Later in the year, the Northern Territory and Victoria followed suit while NSW said they would wait until the consumer law was changed to actually allow the sale of the helmets. That was a smart move as it forced the Federal Government to amend the laws, otherwise the only way riders

could buy a UNECE 22.05 helmet was when they travelled overseas or online and the Australian Motorcycle Council warns against buying a helmet you haven't tried on for correct fitting.

After the consumer law was changed, NSW allowed use of the helmets. Then the ACT joined in, but also clarified some of the other helmet use laws that have landed riders fines in other states. These include the use of helmet cameras and Bluetooth units with snap-off fittings and the clarification of drop-down internal tinted visors as legal.



This now sets the ground rules for other states to sort out these helmet-use issues.

We have the AMC, as well as some individual campaigners, to thank for all these law changes.

These people have been lobbying for lane filtering and laboriously plugging away at getting some sanity in the Australian Standard on helmets for years without seemingly making any headway. Governments and bureaucracy usually move at glacial pace and no one suspected that so many changes would happen in such a short space of time.

In fact, after NSW moved on lane filtering and Queensland on helmets, the house of cards fell quite swiftly. Now, WA, SA and Tassie have joined the party.

However, 2015 hasn't been all roses for riders.

The Queensland VLAD anti-association laws remain despite the new government pledging to review them by November. Meanwhile, South Australia and other states are moving to implement similarly draconian measures that further isolate and stigmatise riders.

We can rejoice in our major advances in 2015 but clearly there is still a lot of work to be done.

Courtesy motorbikewriter.com

Operation Safe Hills

by Ebi Lux

There has been a lot of criticism of SA Police activities in the Hills, especially on old favourites such as Gorge Road, Bull Creek Road and Cudlee Creek to Lobethal Road. For the entire summer months (best riding weather), SAPOL has been mounting a concerted operation to reduce speeding through the use of covert and overt speed detection devices. Naturally, motorcyclists who view these roads as their personal play space are not impressed by such activities, seeing it as an infringement of their right to ride as they wish.

However, let's look at this operation from a holistic point of view. First and foremost let me remind everyone that South Australian roads have a posted speed limit on them and it is an offence to exceed the limit.

Secondly, everyone has a responsibility under law to avoid or reduce the possibility of a collision. However, we have general belief that "I have right-of-way therefore I can proceed regardless of others." The law actually means that I have right-of-way as long as it is safe to proceed.

With these points in mind let us examine some Adelaide Hills statistics using SAPOL collision data. Please use the link below to view details www.police.sa.gov.au/

Using Fatalities as the first measure, the Adelaide Hills Fleurieu Peninsula Operational Region is on par with previous YTD figures at 2 deaths and also on par with a number of other SA ORs. When we consider Serious Injury Collisions however, the same region is the highest of all the Metro and State Operational Regions within SA with 38 serious injury collisions recorded

At an early 2015 Motorcycle Reference Group meeting the then Minister for Road Safety, Tony Picollo, said that current collision prevention methods have plateaued in reducing road trauma. Try as they might with education improvements, technological improvements, road furniture improvements, road trauma incidents were (then) steady' The main thing preventing improvements appeared to be behavioural issues. The attitude with which we rode or drove remained the key preventative to reducing road trauma.

Therefore the government through SAPOL mounted a concentrated operation in the most dangerous area for us to ride or drive in an effort to reduce the amount of irresponsible and reckless behaviour. Fortunately for taxpayers, this was an area close to where the major police resources were located, hence the cost of the operation was relatively low. Each week of the operation SAPOL released statistics of infringement notices issued and it is the interpretation of these reports that has caused the most problems.

SAPOL has been very fair in its dealing with the motoring public. At no time did the police target motorcyclists exclusively. Each week more car drivers were reported than motorcyclists. However, by the time the reports were put through the media circus, headlines read "*Speeding Bikers Reported Hills Region.*" Usually the statistical analysis would be buried somewhere deep within the article, far enough removed to avoid contradicting the headlines.

I had an opportunity to discuss this issue with senior members of SAPOL Traffic Division. Their target is to reduce poor motoring behaviour on SA roads and, as a flow-on, to reduce road trauma. From their point of view, the most disappointing result was that known members of the same groups were regularly reported. Even with heavy and repeated fines and demerit points, the safe road use message is not getting across. Yet the comments posted on media reports and on Facebook pages shows these same people bitterly complaining about unfair police treatment and tactics.

Remember there is only one person in charge of your vehicle's accelerator. If you choose to abuse it then you choose to accept the consequences.

Perhaps it is time for speedsters to accompany SAPOL when they have to inform next-of-kin of a collision. Perhaps they need to work in cleaning up a collision site. Whatever the answer is we need to get the message across to the small number of irresponsible road users that their behaviour can no longer be tolerated. We can no longer accept the risk to our lives each time we use the roads. Nor should we accept ever-increasing insurance premiums caused by unnecessarily high collision rates.

Safety of Helmet-Cams

Have you ever mounted a mini-camera (e.g. GoPro) onto a helmet and wondered if it was safe to do so?

Introduction

In recent years, the improving quality of mini-cameras has seen a corresponding increase in their use to capture 'point of view' images, often whilst doing fast-moving adventure activities such as rock climbing, mountain-biking or motorcycling. But following Michael Schumacher's accident in December 2013, where the mini-camera he was wearing on his ski helmet was implicated as a contributory factor to the severe head injuries he sustained, questions remain on the effect these might have on the helmet's ability to protect the wearer in the event of a fall. These questions were sufficient to cause the governing bodies of some sports to ban their use in competitions.

Whilst clearly designed and marketed for mounting on helmets, the camera manufacturers have stated that customers who do this do so at their own risk and that they should follow the helmet manufacturer's instructions. Recognising the potential safety risks however, they have also said that, in the event of an impact, the mounts would probably break away and not affect the helmet's performance, although no scientific evidence has been made public to support these claims.

On their side, the helmet manufacturers advise against sticking anything to their helmets apart from their own approved products. Understandably, they are reluctant to test the safety of mounting products on their helmets which they neither manufacture nor sell. This impasse hasn't helped the user, and the technical nature of the products and of the safety standards they are required to meet has meant that, until now, we have been unable to properly evaluate the risks involved when we combine these products for production purposes.

Testing Protocol and Safety Standards

During the summer of 2015, BBC Safety commissioned the (UK) Transport Research Laboratory (TRL) to investigate the potential effects that mounting a mini-camera may have to a helmet's safety performance, i.e. the change to head injury risk.

A range of commonly used climbing helmet types were tested (hard-shell, hybrid and EPS foam). The cameras were mounted at the front, side and top of these helmets using either sticky mounts or head-bands. The testing protocol was principally based on that in BS EN12492:2012 (the safety standard which all climbing helmets are required to meet to enable their sale within the EU), BS EN1078:2012 (the equivalent safety standard for helmets sold to cyclists and skateboarders) and EU Regulation 22.05 (the equivalent safety standard for motorcycle helmets). These standards helped define a protocol for measuring the transference of energy to the head during standard impact challenges and set the level above which the helmet would be considered to have failed the test. Further injury thresholds, defining a >50% chance of either a fracture to the skull or loss of consciousness for less than 1 hour, were also identified from scientific literature to provide further comparison.

Study findings and conclusions

The results were surprising. The BBC had anticipated that the placement of a solid object on the helmet would not only provide a single point of impact on the helmet but would also significantly increase the rotational/acceleration forces on the head when it 'caught' or impacted on inclined surfaces. The results were expected to be an increase in the transference of these impact forces to the head, potentially sufficient to exceed, or 'fail', the injury threshold of the standards.

But this wasn't the case. In fact, in not one of over 70 tests on various helmet types, mounting types or mounting positions did the presence of the camera cause the helmet to 'fail' the injury threshold standards. And this wasn't solely because the camera broke away on impact (as claimed likely by the manufacturer), because this only happened in approximately 40% of tests. It turns out that, as seen on high speed film, when struck by a heavy weight from above, or when a helmeted head-form is dropped from height onto a solid surface, the deformation of the camera mount seems to actually absorb some of the energies involved, meaning that the camera mount may be providing an additional layer of protection to the head in most, but not all, tests.

That's not to say the presence of the camera on the helmet is entirely a good thing. Whilst the injury

threshold standards were not exceeded, the camera and its mount did cause a slight increase in the transference of force to the head when the impact was applied at an angle, such as in a glancing blow or fall against a surface. And these findings held regardless of the helmet types tested (hard-shell, hybrid and EPS foam), although the EPS foam helmets tended to outperform the other two types in reducing the amount of force which was transferred to the head during impact in these conditions.

Of course, these tests were done under very carefully controlled laboratory conditions. It is therefore not possible to simply conclude from this one study that using mini-cameras mounted to helmets is going to be safe in every situation. Variables of helmet fit, size, weight, the angle of impact and the energy of the object or fall will all affect the end result. But the study does provide a good degree of confidence that the mounting of a camera to a climbing helmet will not necessarily compromise its safety performance for the impact scenarios investigated by this study, except with one important exception: cameras should never be mounted at the front of the helmet looking back towards the wearer – often used to capture the facial expressions or identify the wearer. In any situation where the camera could pivot to below the rim of the helmet, whether on long stalks or mounted right on the rim, any significant frontal impact (such as a fall onto a rock face or the ground) would force the camera into the face, resulting in serious facial injury.

This research may alleviate both riders' and authorities' concerns that mounting a mini-cam on a motorcycle helmet could compromise its safety performance or structural integrity, provided the helmet shell isn't modified in any way to facilitate attachment.

Courtesy BBC Productions 290116 (article edited for length)

The 24 Hour Trial Organising Committee has requested assistance in manning a Control during this year's trial to be held on **July 9 & 10, 2016**.

The Robertstown 2 Day Trial will, as ever, be held on the Queen's Birthday long weekend **11-13**

June.

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NEW SA HELMET LAWS

Road Safety Minister Peter Malinauskas has announced that European ECE 22.05 standard helmets are now legal to be worn by motorcyclists in South Australia.

United Nations Economic Commission for Europe (ECE) 22.05 was developed from an in-depth study of head injuries to motorcycle riders and is used in Europe and many other countries around the world.

The *Road Traffic (Miscellaneous) Regulations 2014* have also been updated to remove outdated British standards and Japanese helmet models all pre-dating 1988. Provisions allowing a bicycle helmet to be used by a motorcycle passenger under the age of six have also been removed.

Background

These changes mean that helmets worn by motorcyclists in South Australia must meet any of three standards and bear a relevant certification mark:

- Australian Standard 1698-1988 – *Protective helmets for vehicle users* (AS1698-1988); or
- Australian/New Zealand Standard 1698:2006 – *Protective helmets for vehicle users* (AS/NZS 1698:2006); or
- United Nations Economic Commission for Europe Regulation No 22 *Uniform provisions concerning the approval of protective helmets and their visors for drivers and passengers of motor cycles and mopeds*, incorporating the 05 series of amendments, (ECE 22.05)

With the South Australian legislation finalised, these helmet standards are now approved in all Australian states and territories.

For more information visit <http://www.mylicence.sa.gov.au>

More background on the lead-up to this national helmet approval, the roles played by the MRA and the Australian Motorcycle Council and an explanation of what this legislation means for you will be covered in the June *Centrestand*.

HELMET CAM LEGAL CONSEQUENCES

We've all seen the footage: a motorcyclist overtakes a car, the driver takes offence, speeds up, tailgates and tries to push the motorbike off the road. Scenes like this are becoming increasingly familiar on YouTube and sometimes even the nightly news. More often than not, the footage is from the point of view of a GoPro camera attached to the motorcyclist's helmet. How does this new phenomenon fit into our road rules and traffic laws?

Some motorcyclists consider a helmet camera to be an important safety device. They report that driver behaviour tends to improve markedly when the motorist realises they're being filmed—there's less **SMIDSY** (Sorry Mate I Didn't See You) and more awareness and respect. Helmet cameras can also provide important footage if there's an incident or accident on the road.

But, across Australia, the rules and regulations around helmet cameras are inconsistent and unclear. A motorcyclist can be wearing a legal helmet camera in South Australia, then cross the border into Victoria and find themselves slapped with an infringement notice and fine. In Queensland and South Australia the law is clear that the use of helmet cameras is allowed. In other states and territories, it's not so clear. This inconsistency is caused by different laws in each state and territory and varying interpretations of those laws.

Argument One: Interpretation

All motorcyclists in all states and territories must comply with the relevant road rules, which make reference to various versions of Australian Standards. Queensland and South Australian laws state that a helmet must comply with standards *at point of manufacture*. So, for example, once a Queensland motorcyclist has purchased a helmet, they can legally attach a camera.

In Victoria and New South Wales, however, police have interpreted the law to require *ongoing compliance with relevant standards* beyond manufacture and supply. So, the argument goes, if you attach a camera to your helmet it may no longer meet the required standards, and therefore

may be unlawful. What was once a lawful helmet has become retrospectively unlawful.

Maurice Blackburn is currently representing motorcyclist Max Lichenbaum who was given an infringement notice by the police for '*failure to wear an approved motorbike helmet*' on the basis of using a helmet camera.

(See p10 for a rundown of the case settlement Ed)

Our argument is that once the helmet has been approved, it can't be unapproved. Manufacturing standards were never intended to and do not provide an ongoing system of regulation. The date of compliance with the standards should be the date of manufacture, as it is clearly and explicitly stated in Queensland and South Australian legislation.

Argument Two: Accessibility

Even if you disagree with the first argument and believe that ongoing compliance with Australian Standards is required, there's another issue, and that is: accessibility to the Australian Standards under which these infringements are being made. In Victoria, it is a defence to a charge that relies on breaching a document if that document is not publicly available without charge. How do we know we're breaking a rule if we've never seen the rulebook?

In Lichenbaum's case, our argument is that the Australian Standards are not publicly available at VicRoads. The standards need to be not just theoretically, but practically and actually available and accessible to the public. A hard copy in a third-floor legal library with no practical public access does not, we argue, meet this requirement. Just as importantly, if not more so, the helmet laws in all states and territories need to be brought in line with the more explicit and clear position of Queensland and South Australia - that is, that where compliance with a Standard is required, the relevant time for compliance is at manufacture, not after sale.

Australia is a large country connected by asphalt. Consistency and clarity of national rules is a good place to start if we're to reduce accidents, injuries and fatalities on our roads.

by Malcolm Cumming
Principal, Maurice Blackburn Lawyers

New Zealand by Motorbike Oct. 2015.

Around March 2015 the idea was floated, a motorcycling tour of New Zealand, to coincide with the Burt Munro Challenge. The more I thought about it, the more I realised I had to do it. There were so many positives, travelling with two Aussie buddies, one with local New Zealand knowledge, and the other with a wealth of overseas riding experience. New Zealand has a close time zone, they ride on the left side of the road, good exchange rate and an interesting twist on English that I just love listening to.

The Burt Munro Challenge (BMC) is an annual event held in Invercargill, New Zealand to celebrate the life and triumphs of Burt Munro. His story was the basis of the movie 'The World's Fastest Indian'. Burt Munro was a motorcycle land-speed record-holder of the 1960s. One of his dreams was to run his homebuilt 1920 Indian Scout motorcycle, dubbed the Munro Special, on the Bonneville Salt Flats in Utah. When the 627th Scout left the production line it was 600cc with a top speed of 89km/h. Munro's highly modified engine was bored out to 950cc and in 1967 set an under-1,000cc class record of 295 km/h.

We invested some effort in working out a route that would take in as much of the good roads and scenery as we could manage. Our objective was to experience as much as possible; priority was given to riding good but comfortable distances. To my mind, we were paying a premium of hiring a bike, and the privilege was not going to be squandered. We saw much of the north and south island, a total of 5300km in 17 days, and we accomplished our goals. NZ has a wealth of awesome scenery – well worth the experience.

The trip was an exercise in staying within limits. All belongings had to fit into two panniers and a topbox for riding – 1 stowed and 1 carry-on for flying (total < 30kg). You had to ride well within your limits if you were going to make the distances and have enough energy for tomorrow. I learnt new ways of packing things into tight spaces, what has to be packed where so that you can get things you may need during the day.

I bought an NZ phone sim a week before leaving Oz, which was ready to use the day I landed. I took a spare phone that I confirmed would work before I left and it worked a treat. The local and

overseas call time with included data allowed me to stay in touch with friends at home and abroad. I used maps to find my way around, and could search for and book accommodation each day. This allowed us to be travel freely, as far and wherever we pleased without having to make pre-booked locations.

Trip overview: We took all our own gear and hired motorbikes suitable for travelling the distances and the terrain. Starting from Auckland at the northern end of the North Island we headed to Invercargill, one of the most southern points of the South Island. Two of us travelled the North Island for 6 days, arriving timely to meet up with a contingent of other riders in Wellington for the ferry crossing. On the South Island we rode in a larger group, like minded riders taking in as many mountain passes as possible in our pilgrimage to Invercargill. Our time afforded us one day of the BMC, time with new-found friends, taking in events and the spectacle of a town bathed in motorcycling. After the Burt it was back to the two of us, riding north on a different path of new destinations and fresh scenery, getting our fill of hilly forests, winding roads, long sweepers, narrow bridges and snow-capped peaks. The return ferry crossing had us back on land and heading north to Auckland, returning the bikes, a quick night's kip and a smooth flight home.

I will be unable to tell you about all the amazing roads and destinations in this short article. The country is blessed with stunning scenery; countless photo opportunities that I can't show you, but are imprinted in my mind. I have many bike selfies and hundreds more that weren't taken due to time or weather. Perfect roads that entice you to turn around to ride again the other way.

When touring Ireland in 2009, I fell in love with mountain passes. Travelling New Zealand mountain passes on a motorbike was even more exhilarating. At times our riding gear could not keep out the rain, and the cold sometimes challenged our constitution, but through the fogged up visor and water-drop sparkles, the rain-drenched bitumen led you along raging river edge paths and fern-lined trails, corner after corner. New Zealand taught me a lot about riding in the rain, something I had previously avoided, and will continue to avoid on my sports bike. But it wasn't always raining; we had our fair share of fine weather which was savoured and cherished.

We travelled Haast Pass down near Fox Glacier. We swept through Lewis Pass on our way to Murchison. We did the sealed loop of Coromandel Peninsula, including an 82km section of hairpins and switchbacks from Coromandel to Tairua in fog that took over 2 hours, a real highlight for me personally. We crossed the Rimutaka Crossing from Upper Hutt to Featherstone (there and back) the morning of a ferry crossing. The whole group did a run from Te Anau to Milford Sound and back, a 2-hour leg each way without stops, en route passing through the 1.3km Homer tunnel. We stopped at Huka Falls on the Waikato River, walked among the steaming geothermal vents near Lake Taupo. We cruised the Desert Road, a 63km stretch that takes you through stunning landscapes, a barren emptiness to the east, and snow-capped volcanoes to the west. Heavenly sweeping curves and long straights unjustified at 100km/h. Each of these would fill a page by themselves.

Graeme Rawlins

HELMET CAM FINE DISMISSED

A controversial case in which a rider was fined almost \$300 for having a GoPro action camera on his helmet has been dismissed by a Melbourne Country Court judge.

It was the sixth time rider Max Lichenbaum had appeared before the court over the 2014 fine in what has been described as a farcical process and a waste of the court's time on such a trivial matter.

After deliberating the case, Judge John Jordan said: "I set aside the magistrate's verdict and dismiss the charge." On the previous appearance in court, the magistrate reduced the fine to \$150, but Max decided to fight the fine.

Max Lichenbaum

Pro bono defence counsel, Malcolm Cumming of Maurice Blackburn Lawyers, says their defence argued that the Australian Standards only apply to a helmet when sold, the relevant rules are too difficult for the public to access and that there is no roadworthy test for helmets like there is for vehicles. The judge agreed with the defence



argument that the laws were not accessible and didn't need to consider the other arguments.

Malcolm says while he is happy with the verdict, there is "still a lot of work to do" because the compliance issue is not resolved. "The verdict means people who have been convicted in Victoria ought not to have been," he says. "You can't do anything retrospectively, but it means it is now an open question in relation to whether compliance is ongoing."

He says it doesn't mean all Australian riders, no matter whether they are motorcyclists or cyclists, should be able to attach a camera to their helmet. Malcolm says they have a lot of lobbying to do on the Victorian Government to get some consistency with other states such as SA, ACT and QLD.

Max says he doesn't know if it was worth all the hassle and effort, but is happy with the result which he says is good for everyone. "Hopefully it will help other riders," he says. He was disappointed he was not able to make a statement in court when the charge was dismissed. "I wanted to say I wear all the safety gear plus a camera on my helmet, yet someone who rides around wearing thongs and shorts, no gloves but a helmet, well that's legal."

Longtime helmet campaigner Wayne Carruthers says the long time for the judge to deliver a verdict was due to the lawyers calling into question the validity of the entire regulations which meant complex legal arguments. He says common sense prevailed and a precedent set which will force state regulators towards the unified ARR for setting of standards.

He says it is hoped helmet offences are separated into multiple items such as not wearing any helmet and wearing a helmet with the wrong visor. "This case also has implications for bicycle helmets and child restraints as they are also treated in the same way as helmets and outside the normal safety standards systems.

"Regardless of the win, we now have an example of police and prosecutors wasting hundreds of thousands of taxpayer money on a pointless exercise in power which can be used politically and in the mass media," he says.

Courtesy motorbikewriter.com

RIDDEN-ON RIDE 10 April 2016

This ride was the annual MRASA Ridden-On Ride to Second Valley which has been held every year for the last 10 years. The ride was originally conceived by the MRASA Samrats Ride Captain / Coordinator the late Jock Rogan and the current MRASA President Phil McClelland. The ride is to honour and remember our motorcycling friends and family who have passed on to a better place, leaving us behind.

This 2016 Annual Ridden-On Ride had approximately 70 bikes and 80 people in total participating. This was a lower turnout than usual as just a couple of years ago we had approximately 150. We hope that in future years the various social motorcycling clubs will go back to promoting this annual ride with a bit more zeal. The Ridden-On Ride is an interclub ride organised by the MRASA in which we encourage as many members of the motorcycling community to attend as possible. On this day we had a number of clubs attend including the Sabers and the CMA. There were also a lot of unaffiliated riders who come out for a group ride only for the MRA Toy Run at Christmas, the Ridden-On Ride and the occasional charity ride. We did the safety/information talk including a short history of the ride.

Ian led the group off down South Rd and it being a reasonably large group of 70 bikes it was necessary to take it pretty slow to keep the group together as much as possible. Once we had cleared the last traffic lights at Moana it was easier to keep the mob in one group. There being no sufficient space to safely muster up we continued on to Myponga where we had a short muster up stop to let the tail end of the group catch up. Next leg was straight to Second Valley where we pulled in under the pine trees and took up most of the upper car park. On arriving at Second Valley we still had the 70 bikes / riders / pillions and about 60 chose to walk down the hill to the jetty and around the southern path to the rocky beach. The weather was a perfect sunny autumn day and the sounds of the sea lapping at the edge of the rocks and the beautiful surrounds made an ideal backdrop to Trevor Nowak's non-denominational service. Trevor is the Motocross Riders of SA Chaplain and he gave a thought-provoking and moving talk about the grief associated with losing loved ones and how our spiritual beliefs can help us cope, accept things as they are, move on

remembering the joyful times and have faith that ultimately all things will turn out OK. The group list of our loved ones, friends and family who have passed on from motorcycling accidents or other causes was read out by MRA Secretary Cathy Lux. We then had a few minutes' silence to reflect and show our respect and we made our way back up the hill.

The ride carried on with Ian leading the way to Delamere and on to Victor Harbor. The road surface was in pretty good shape for once and apart from a couple of corners where the camber ran the wrong way it was a great ride through this beautiful part of SA. Once we hit Victor some of us had lunch in the park in the centre of town while others hit the various cafes. A few of us had lunch together, had a bit of a rest up on the grass and then made our own way home about 2.30pm.

The ride this year was marred by the news that our long-time supporters Craig and Tracy (the Samrats Facebook coordinators) had an MC accident on the way home from the ride, in which a car ran into them in T-bone fashion, putting them both into hospital with multiple broken bones and Craig into ICU for 2 weeks. Our best wishes go out to them for a complete and speedy recovery.

Part of the enjoyment of motor cycling is the thrill of flirting with danger, but Craig and Tracy's accident is another timely reminder of the need for maximum safety to do everything we can to minimise the inherent danger that comes with our beloved MC lifestyle.

The MRASA Ridden-On Ride 2016 was a successful event except for Craig and Tracy's accident. About 60 commemoration badges were sold on the day. A day out on the road with like-minded friends is always a thing to treasure. Thanks to all the riders who turned out on the day to participate. Extra thanks to Ian for leading the ride, Brenton for doing the tail-end-Charlie job to Second Valley, Graeme, Craig / Tracy for corner marshalling, Harald for organising the badges and to Cathy for helping with the badge sales.

Ken King MRASA SAMRATS Ride Captain and Coordinator.

STOP PRESS: The Flinders Tourers, Port Pirie, will be holding their ROR on Sunday July 17. Phone Lefty on 0412 767 945 for details.

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		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	8260 9200	420 Main North Rd Blair Athol
Yamaha Retro Spares	Discount on request, 5% 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.

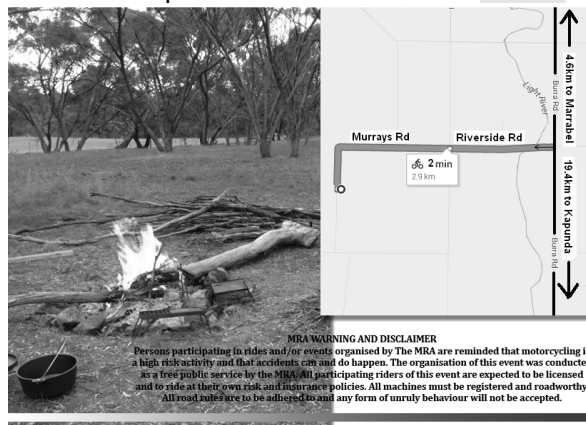
A Motorcycle Riders' Association of South Australia Event

23rd Great Escape Rally

14-15 May 2016
Near Marrabel SA

19km North of Kapunda - look for the signs. Turn west off Burra Road onto Riverside Drive, continue on Murrays Road, total of 3km of good dirt road to the campsite. This is a back to basics rally. We supply toilets, shade, firewood and water. BYO everything else. Counter meals are available from the Marrabel Pub 7km from the campsite. This annual rally has been held since 1994, we look forward to seeing you there. Badges \$12, or \$10 for members.

Enquiries: Phone Harald 0421 289 714



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
 Membership – Graeme Rawlins 0419 832 384
 Road Safety – Ebi Lux 0418 800 362
 Stock Controller – Skoota Hamilton 0481 367 883
 Centrestand Editor – Harald Lindemann 0421 289 714
 Minutes Secretary – Judi Overman 0488 711 947
 Register Liaison – Cathy Lux 0408 853 380
 SAMRATS Coordinator – Ken King 0401 866 037

Toy Run Coordinator – Harald Lindemann 0421 289 714
 Scooter Club Coord – Frank DeFrancesco 0412 937 606
 4Bs Coordinator – 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

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

Payment by: Cheque Money Order or debit my Visa MasterCard

- - -

Amount \$ _____ - 00 Expiry date _____ / _____

Name as printed on card _____

Signature _____