

CENTRESTAND

March 2020



THIS ISSUE

MRAQ CLOSURE

2020 AGM RESULTS

GSL BILL

COOL ROADS

THE FONZARELLI

Let those who ride decide



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

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**MRASA : GPO Box 1895
 Adelaide SA 5001**

Telephone See inside back cover for Office Holders' phone numbers.

E-mail : mrasa@mrasa.asn.au

Web Site : <http://www.mrasa.asn.au>

Public Officer : Harald Lindemann

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EDITORIAL

Motorcycle rider deaths keep rising. So far this year the toll is 5. In 2019 the number of motorcycle deaths in total was 17 and in 2018, 10. If the trend continues we can expect around 25 more motorcyclists to die on South Australian roads before the end of the year.

Neither age, experience or postcode is a barrier to this phenomenon. The statistics are made up of an 18-year-old learner rider in the city and an over-50-year-old rider from a country area. One thing that they have in common is that in most cases excessive speed was a factor in the fatal crash.

Now we all like to go for a 'fang' now and then, but you have to ask yourself if it's worth it. There is a difference in speeding in traffic, when filtering, speeding on unfamiliar roads and speeding around a racetrack. The latter is in controlled conditions and everyone is heading in the same direction. The conditions of the former are out of your control and unpredictable. You cannot think that you are in control of city streets, highways and country roads.

If James Dean hadn't been speeding he would have had time to avoid his fatal crash with the farmer who pulled out in front of him from a side road and he would have made many more movies for us to enjoy. It's sometimes that simple.

People have mentioned to me that when they have been pulled over for speeding by the constabulary the police officers sometimes have trouble keeping their cool. Think about it. Every police officer who has been on traffic duty has had to attend accident scenes and deal with the aftermath of the dead and injured. Sometimes they have to be the ones to tell the family. This takes a toll. They are also human, so they see you, the speedster, as one more potential victim whom they might have to scrape off the road at some time – and you are doing it to yourself. No wonder they get cheesed off with you.

So if you know more about the throttle than the brake, get yourself a licence and take advantage of club track days at Mallala or The Bend and learn how to do it in safety for yourself and for me.

Ride safe & stay upright
 Harald

PRESIDENT'S REPORT

I would like to thank everyone who attended the AGM in February; I am proud to represent the MRA as President for another term. I would like to acknowledge the tireless work of our executive, committee and volunteers who continue to demonstrate and promote the traditional MRA ethos and values. The committee will continue our work in the political advocacy space on a number of road safety issues for motorcyclists. Our relationship with ride groups and community leaders continues to grow, as we raise the awareness for improvements to be made on road safety, licensing, education and training.

Maintenance is failing to keep up with our ageing road infrastructure. Speaking with SAMRATS ride captain Ken at the 2020 AGM he mentioned there are a number of roads the touring group refuse to travel on. The road surface has become so poor riders risk their own safety in travelling these segments.

The RAA publishes a list of public-nominated unsafe roads, divided into categories of regional and metro. An unsafe road surface comprised 57% of the nominations in the RAA 2019 Risky Roads campaign, which received more than 1300 nominations.

I wonder if the Government spending on the North-South Corridor through Adelaide has drawn attention and funds from these road maintenance regimes. On Sunday March 1 *The Advertiser* publicised that Government spending would be \$3.7 billion over four years on roads and transport; \$778m of this budget is for regional road upgrades. Stephan Knoll indicated 1000km of country roads is being 'fixed'. We hope some action will begin soon as they are long overdue. Shadow minister Koutsantonis indicated that the target road segments currently considered are the same locations as on Labor's commitment list when they were in power.

It is also important to recognise the quality of the new road infrastructure work being done. The lifetime expectancy roads are constructed to meet has reduced, causing more and more segments to require subsequent maintenance.

There have been 19 road fatalities in SA to 27 February, 5 of which were motorcyclists and 5 pedestrians. The motorcyclist fatalities were

predominantly speeding excessively. As I mentioned in the last issue, this culture needs to change. Recently I spent an hour or more sitting among trees on the side of the North East Road at Anstey's Hill on a Sunday morning. Clear skies and dry conditions greeted riders heading into the hills to get some air and wash away their troubles. At the sight of the first 80km/h sign riders would open the throttle and gather speed. I am proud to say that almost all riders demonstrated an attitude of riding to return, but there were a handful who allowed a rush of blood to get the better of them. I get it. It is simple to do, we have all been there. But we can't afford to let this turn into the realm of 'excessive'.

Apart from your own safety, your decisions affect others, and the community views your actions as representative of all motorcyclists. Poor behaviour reflects on all riders, and we become marginalised, tarred with the same brush. Represent your riding community well and be a role model for others to follow. Enjoy your ride, get out and enjoy the freedom of motorcycling. Support the communities who are doing it tough and give your loved ones a big hug on your safe return.

Ride Safe, Graeme Rawlins, MRASA President



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NO SUPPORT FOR GLS BILL

Recently Minister Wingard announced a new Bill to be drafted by the State Government. The Minister said the proposal was designed to increase the maturity and road experience of potential riders before they even get on their bikes. The proposed changes include increasing the minimum age for qualifying for a motorbike licence to be 18 years old. A midnight-to-5am curfew is also proposed for learner riders under 25 years old. Regional riders can apply for exemptions under specific circumstances. During our meetings with the Minister in early 2019 we were able to confirm the Minister was acutely aware of the issues that raising the minimum age would bring to regional areas. He was carefully considering his revised GLS and looking at ways to make this fairer for farmers and their families.

This is not the first time Minister Wingard has threatened to increase the age limit of applying for a motorcycle licence. The previous suggestion on the 18th April 2019 was to require 12 months on a car licence before being able to apply for a motorcycle licence. This was quickly dismissed, as the QLD model that included this condition was not showing a reduction in fatalities. This suggestion triggered an interview on 5AA where Minister Wingard did acknowledge there was a need for improved training which had not yet been delivered. While a significant number of the motorcyclist fatalities in 2017 were of under-25 year-olds, recently the age of motorcycle fatalities feature predominantly in the higher age brackets, and were not learner or returning riders. This may be the reason the Minister has not announced GLS changes in the last 12 months. On 9 November 2019 a 16 year old rider died after losing control of his motorcycle in Adelaide's north, which might have contributed to his decision to propose legislation changes.

The MRASA has been advocating for better training and education for a long time, and so far this has fallen on deaf ears. At the ONLY Motorcycle Reference Group meeting for 2019 the general consensus from the motorcycling community was to review and reform the licensing and training aspect for learner and returning riders. Since then there has been little action or public consultation, hence it is no wonder leaders in the motorcycling community are feeling their expertise is ignored.

Mr Lee Odenwalder MP introduced a private members bill into Parliament in mid-2019 which outlined many key areas to improve the licensing, learning and training for motorcyclists in South Australia. The bill targeted safer riders and better attitudes to motorcycling. The Government has failed to act on this to date.

The MRASA does not support increasing the minimum age to 18. This licensing condition has been the case in Victoria for some time now, and it certainly feels like the Minister is following suit. This change is simple to implement for the Government but penalises riders rather than provides improved training and support. Riders starting at 18 might have existing on-road experience in a car, giving them a dangerous level of confidence. Over-confidence often contributes to accidents. The MRASA would like to see parity for car and motorcycle learners.

The minister wants to increase the maturity and road experience. Increasing the age is not the answer. The statistics in QLD and Victoria show that this does not work. Effective maturity comes with training and education, radically improved peer support and a change in attitudes to riding. Empower learners with ongoing learning and access to resources to keep good riding attitudes top of mind for every ride.

Graeme Rawlins

GRUMBLE CORNER

Can anyone tell me why an ever-increasing number of cars are pulling up to lights but staying at least a car length away from the white line? I have been second vehicle in line in a right-hand-turn lane, where the car in front has not even been on the sensor. The driver of that car did not realise the right-hand-turn was vehicle activated and sat there while the normal traffic light cycle rotated without ever activating the right-hand-turn. Apart from not activating traffic lights, the extra space left by these drivers when queuing also means fewer cars pass through an intersection.

To me this is a frustrating habit, adding little to road safety. Our aim is to clear traffic through intersections, not delay it. Therefore, if you know anyone who has picked up this crazy habit of leaving massive spaces when queuing at lights, please ask them to stop doing so.

MRA NEWS

MOTOCHAT Since Christmas we've spoken to Chris Hurren from MotoCAP to get an update, Jamie Morgan about the All British Day, and Harry and



Ashley Janson Batchelor, a couple of junior motocross stars. We also spoke to Mary Knights to get an update of the end of the Women Riders' World Relay, to the Cruiser Club and the SA Scooter Club, and to Teagan Pedler, one of the few women speedway riders in SA. Coming up on Motochat will be Kim Krebs, one of our regulars, to talk about the Speed Trials to be held on Lake Gairdner on the weekend of 28/3, Craig Field about the Black Dog Ride One Dayer to be held on 15/3 and Rabbit about the Caltowie Bike Rally, also on the 28/3 weekend.

Anyone who has an event, a club outing or something motorcycle-related and would like to let everyone know about it should talk to Harald or Ebi about coming on the show.

MRASA AGM RESULTS

President – Graeme Rawlins
 Vice-President – Ebi Lux
 Treasurer – Harald Lindemann
 Secretary – Cathy Lux
 Membership – Graeme Rawlins
 Road Safety Officer – Ebi Lux
 Stock Controller – Amanda Lock
 Centrestand Editor – Harald Lindemann
 Minutes Secretary – Cathy Lux
 Register Liaison Officer – Cathy Lux
 Webmaster – Graeme Rawlins

General Committee Members

- Warren Hicks
- Frank DeFrancesco
- Gahan De Zilwa

SOME DATES

5 April Ridden-On Ride
 1 March SAMRATS Ride to Truro
 15 March SA Scooter Club Ride
 23-24 May Great Escape Rally
 13 December MRA Toy Run

TRAVEL TIPS

Another in the series of travel tips. As usual the opinion expressed is based on my experience at the time. Please feel free to add your comments or provide similar information.

Wagga Wagga is a comfortable 10 hours' drive from Adelaide along the Sturt Highway. Alternatively, for us, we reach Wagga at about evening meal time when returning from Canberra.

If you are looking for a meal when passing through Wagga Wagga, we recommend the Farmers Home Hotel as a worthwhile stopping place. Situated on the corner of Sturt Highway and Hammond Avenue, it is very convenient whether you are staying the night or just looking for a short break.

The bistro is open from 11.30am to 2.30pm for lunch and tea from 5.30 to 9.00. Last time through we rang whilst travelling and could have pre-ordered to save time. The food was delicious and cooked to specifications. Cathy loves her steaks blue and this one was done perfectly.

Their selection is quite wide yet very well priced. Similarly the drinks selection is extensive. The staff were attentive, friendly and eager to meet our requests without being obtrusive. For us it was a very pleasant way to relax after a busy week and to break our trip. Certainly, highly recommend the Farmers Home Hotel in Wagga Wagga NSW.

Ebi Lux

ROAD STATS

General

	Fatals	Serious Injury	
2020	19	71	(YTD)
2019	114	766	
2018	80	576	

Motorcycles

		Pillions SI	
2020	5		(YTD)
2019	17	197	7
2018	10	103	6

<https://www.police.sa.gov.au/about-us/traffic-statistics>

SA TOY RUN REPORTS

Christmas Toy Run 2019

The Veteran & Vintage Motorcycle Club of Northern Yorke Peninsula held its annual Toy Run on Sunday 24th November in perfect weather. Traffic was minimal and bikes on the long run headed off first and looked and sounded great on the way to Port Wakefield for a break at Pope's Café to collect another donation tin, the third one this year. From there it was on to Ardrossan. The cool breeze was appreciated, even though it wasn't too hot. Then to Arthurton and returning back to our clubrooms for a BBQ lunch. The short riders visited the Tickera markets but they were swamped by flies and decided to saddle up and head on to the Wallaroo foreshore roads, past the bunker area and back to our clubrooms. Forty-two riders signed up and the number swelled to 56 for lunch. After lunch the presentation of a cheque for \$950.00 was made to Jo Fahey and John Kayser from Saint Vincent de Paul Society, Kadina, along with numerous toys and gifts for all ages. The VVMC Club would like to thank all riders who participated, volunteers who gave their time to help and the Cancer Council for supplying another great array of salads.

Kerry Cornish VVMCNYP

Riverland Toy and Tucker Run

The 8th of December saw the Riverland Toy and Tucker Run hit the road with 170 bikes and 40 pillions taking part and donating a van full of toys and tucker along with \$2500 in cold hard cash all going to the Riverland Christmas Appeal. A fantastic effort from the Riverland motorcycle community.

Sandra Crockett

Port Pirie Toy Run

Flinders Touring Motorcycle Association held the 33rd Paul Gianoni Memorial Toy Run on Sunday 24th November 2019. Approximately 125 bikes attended the run and all donations went to the Saint Vinnies Port Pirie Branch. Riders rode around Port Pirie to various drop-off points before heading on to Warnertown, Crystal Brook and Gladstone before stopping at Laura Hotel for a free sausage sizzle lunch.

Lefty (Wayne) & Megan Lethbridge

Adelaide Toy Run 2019

The MRA Toy Run worked well in 2019. The visitors had fun, the band was energetic and there were no untoward incidents during the course of the day. The Council inspectors were happy with the safety and regulatory aspects of the day at Callington. We got good press coverage and Vinnies seemed generally happy though donations

were down due to a drop in the number of visitors at Callington. It was a hot day (42°C at Callington) so numbers were down. Thanks to all the volunteers who helped make the day a success. We couldn't have done it without you.

- Marshals

The number of marshals to help on Saturday and Sunday were also down. Thanks to the new marshals from the Women to Wheels group (lead group 2019) for their help. A number of the usual suspects were for a variety of reasons unable to help this year which led to a gap in numbers which we were unable to fill, but we managed. Thanks to all our sponsors and supporters (check the Toy Run webpage for details).

- Container

The Toy Run container is currently housed at the Gillman Motocross track and involves a lot of carting of equipment back and forth to Callington which puts a lot of stress on organisers and volunteers. We always seem to just manage it. In 2019 the Toy Run Committee agreed to enter into negotiations to move the container to Callington and managed to reserve a space just off the bottom oval. The container will be moved in 2020 after we jump through some hoops for the Mt. Barker Council. This will make the set-up on Saturday and the pull-down on Sunday much easier, quicker and less stressful all round.

2020

In 2020 our priorities will need to be increasing the number of visitors to the Toy Run and getting more marshals to help on the day.

The 2020 MRASA Toy Run Committee is now convening. It is an easy-going, sociable committee. Preparing for each year's Toy Run consists of many challenging activities. If you would like to be involved call Harald, the Toy Run Coordinator, on 0421 289 714.



Flinders Tourers Paul Gianoni Memorial Toy Run 2019

RIDDEN-ON RIDE

The term 'ridden-on' is used to describe a rider who has died or passed on, usually while riding their motorcycle. In the past year many of us have been touched by the passing of those special to us.

On February 18, 2007, the MRA held its inaugural Ridden-On Ride to remember our lost friends, family and loved ones. This has become an annual event and is popular with riders from all areas.

Due to the unanimous support and encouragement of this event since 2007, we will hold this year's



Ridden-On Ride 2010

event on **Sunday 5th April 2020**. We will mob up at the Victoria Hotel Car Park, Main South Road, O'Halloran Hill, from 8.30am for a 10.00am ride-off. Please be ready to move your machine at exactly 10.00am so as to ride in a group as we exit from the car park. We gather at this location to remember Wendy Van Gasteren and TJ Maxwell who collided at O'Halloran Hill.

A representative from the MRASA will be reading out the names of ridden-on riders (which is not the list of people attending the ride). If you want a name added to the list, send their name in an email to Graeme (president@mrasa.asn.au) or text to 0419 832 384.

The group will ride to Second Valley and park under the trees near the caravan park. There is a short walk for those wishing to reflect by the seaside, to say a prayer and remember those who are precious to us all, including those who have ridden-on.

Similar events are being held in different locations. 20th September the Mid-North Register hopes to have their memorial run, contact Greg - 0409 842 434. Flinders Touring MC have their memorial ride scheduled for July, date TBA, contact Wayne 0412 767 945.

4Bs Bent and Buckled Bikers Brigade

The Bent and Buckled Bikers Brigade, otherwise known as the 4Bs, was formed in 1982. We are a moral support group for injured motorcyclists in hospital. At present, three of us, Joanne and Andrew King and I, visit the RAH each week. I also visit the Flinders Medical Centre where our group has been absorbed into the hospital volunteer service.

We seek out injured motorcyclists via the hospital staff, who have come to know us as a speciality visiting group. We talk to the patients about their accidents and injuries and get an overall picture of what is happening "out there" on the roads. Sometimes the information is collected using a special form, which can be passed on to the relevant road safety bodies if required. But it is the personal interaction with motorcyclists which is the most important part of our work, encouraging the idea that we are all part of a motorcycling "family". So that even in hospital, a road victim knows that this family cares about what has happened to them.

Jo, Andrew and I are supported by Phil and Angela McClelland and the MRA Committee, and this is much appreciated. I thank them all. But we are such a small group now, compared to previous times, and we would certainly like to have others join us so that we may also cover the QEH and Hampstead Centre on a regular, reliable basis. This way the 4Bs can continue into the future.

We have meetings on the first Wednesday of the month, unless otherwise stated, at the West Oaks Hotel, West Hindley Street.

Greg Janzow



Cathy Lux presenting a cheque to Stuart Catt of the Mt Barker SES

COOL ROADS IN ADELAIDE

An innovative project is ‘cooling’ roads in Adelaide’s Central Market District in an attempt to tackle the ‘heat island’ effect common in metropolitan areas.

The Cool Road Adelaide project will test how three heat-reflective treatments applied to a 100m stretch of Bowen Street West (the street between Franklin and Grote just before Morphett going west) work to reduce heat absorption, cool the area and create a more liveable city.

The project will be completed at the end of summer 2020. The results will be shared with local councils to help determine future cooling programs across South Australia.

Cool Road Adelaide is a Climate KIC Australia project delivered in partnership with the City of Adelaide (\$35,000) and the South Australian Government (\$50,000), and made possible with in-kind support from Fulton Hogan.

SA Minister for Environment and Water, David Speirs, said the project was another example of practical action to deal with our changing climate which could improve both environmental and economic outcomes.

“Cities and urban areas really feel the heat on hot summer days because roads, footpaths and buildings absorb more heat from the sun,” Mr. Speirs said.

“Areas that are hot and uncomfortable are places that people avoid, so by cooling down hot urban areas more people will use them, boosting the local economy.”

“Planting trees around cities can be sometimes difficult given the demands on open spaces, so another way to cool down cities is by cooling down roads.”

SA Member for Adelaide, Rachel Sanderson, encouraged constituents to provide feedback on this project. “Anything that makes our CBD more liveable and environmentally friendly is a good thing,” Ms Sanderson said.

“My constituents are very supportive of new technologies that improve the amenity of our city

and I look forward to seeing the project’s findings.”

Lord Mayor of Adelaide, Sandy Verschoor, said adding heat-reflective treatments to roads can also create better quality roads that combat heat to reduce maintenance costs, as well as reduce energy costs for surrounding buildings.

“We encourage pedestrians, cyclists and locals to provide their feedback about the cooling effects of the project by visiting the City of Adelaide website,” Ms Verschoor said.

“The City of Adelaide is also delivering tree planting and water sensitive urban design projects to make the Adelaide CBD a more comfortable place to live and visit.”

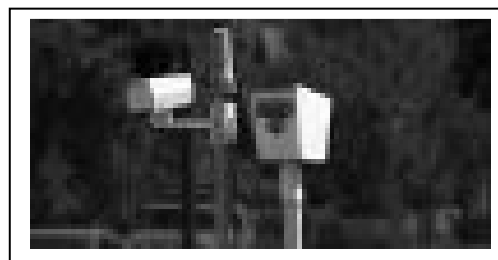
Climate KIC CEO, Christopher Lee, said innovations in heat-reflective products are being used across the globe, with cool roads and cool rooves taking off in America, Europe and other countries.

“Given South Australia’s climate and relatively high temperatures, these innovations are another way to cool Adelaide’s urban environment and create a more livable city,” Mr Lee said.

Courtesy Infrastructure Magazine Feb 2020

DPTI NEWS

11.6km of South Eastern Freeway due to be resurfaced commencing 4 Feb 2020. The South Australian Government is delivering \$7.39 million worth of essential resurfacing works to five sections of the South Eastern Freeway between Mount Barker and Callington, with night works beginning 4 February, 2020.



Motorists are advised that a new red light and speed camera has been activated at the Globe Derby Drive/Port Wakefield Road junction, Globe Derby Park, commencing on Wednesday, 8 January, 2020.

AUDI BRINGS 'GREEN WAVE' TECH TO DÜSSELDORF

Audi is bringing its Traffic Light Information service to the German city of Düsseldorf to provide drivers with information on around 150 traffic lights.

Audi says 450 of the city's 600 intersections will be networked with the Vehicle to Infrastructure service by early [northern] summer.

The service is expected to calculate the ideal speed for catching a 'green wave' of traffic lights. It also offers suggestions to gradually reduce speed around 350m ahead of the traffic lights so that drivers and the cars behind can reach the intersection when the lights turn green, the company adds. If stopping at a red light is unavoidable, a countdown displays the seconds remaining until the next green phase begins.

Andre Hainzmaier, head of development for apps, connected services and smart city at Audi, emphasises the importance of being able to predict how traffic lights will behave in the next two minutes in order to increase traffic safety. "At the same time, exact forecasts are the biggest challenge," he says. "Most signals react variably to traffic volume and continuously adapt the intervals to switch between red and green."

The manufacturer says an analytical algorithm developed in collaboration with Traffic Technology Services calculates exact predictions while also learning how traffic volume changes in, e.g., morning commuter traffic or at mid-day when children leave nurseries and schools.

Audi's fleet sends anonymised data to a backend system when traffic lights are crossed; the idea is to check whether the actual crossings correspond to the forecast data. "Only after this are the traffic lights cleared for the display in the car."

In future, cities will receive data on whether cars stop unusually often at a particular intersection, or if the average waiting is comparatively long. "We aggregate the recorded data into reports that we will make available to the city authorities. Traffic lights can then be given more efficient phasing and traffic will flow better," Hainzmaier concludes.

Courtesy ITS International Feb 2020

MRAQ CLOSURE

There is now no official motorcycle representative organisation in Queensland due to the recent closure of MRA Queensland.

A special meeting of the Association was called to wind up the Association on 15 January 2020. Only five members were present. The closure was called for as there had been two previous attempts to hold an AGM which failed due to the lack of a quorum at the meetings. The outgoing Executive was unable to elect a new committee and so the decision was made to close down.

President Chris Mearns blamed the situation on a dramatic drop in membership numbers and a disinterest by members in taking on committee positions. Chris noted that the Association was no longer able to comply with its Rules of Association and therefore was unable to meet the requirements of Queensland's Fair Trading legislation.

MRAQ had been operating for nearly 40 years, successfully representing the state's motorcyclists on many issues. In recent years it had taken on the Queensland Government, fighting against the draconian VLAD anti-association laws, lane filtering, helmets and motorcycle parking in the Brisbane CBD. All assets of the Association will be donated to the Royal Brisbane Hospital Spinal Care Unit.

This is a blow for motorcycle representation in Australia. It has been suggested that RACQ, the Queensland automobile association, could step in and represent the state's motorcyclists. This would be a stop-gap measure at best. However well-meaning, there is no substitute for motorcyclists who understand motorcycling issues.

Discussions have been held by riders who recognise the need for a representative body for motorcyclists, so maybe out of the ashes a new, stronger organisation will rise.

Younger riders, riders who think that being part of a social media group is being represented and riders who eschew rider 'politics' need to wake up to the cost to their riding lifestyle of ignoring the benefits of supporting a strong and vocal representative body.

Additional information from Motorbike Writer

MEET THE FONZARELLI — FAST, ELECTRIC AND MADE IN SA

Australia's first electric motorcycle — the Fonzarelli NKD — is on the way and it's going to be made in Adelaide. So silent it's eerie and really, really quick off the mark. "We're pumped to present Australia's first retail electric motorbike," Fonzarelli founder Michelle Nazzari said.

Fonzarelli will manufacture the NKD and charging station equipment in Adelaide because of the depth of capability in South Australia. "There's a lot of skill here," Ms Nazzari said.



Fonzarelli founder Michelle Nazzari and designer Simon Modra from UniSA. Picture: Tait Schmaal

The NKD was designed in collaboration with University of SA researcher Simon Modra. A passionate rider and owner of The Motorcycle Society cafe and workshop in Pulteney Street, Mr Modra said he was really excited by the project. "The NKD is awesome, I really love it," said Mr Modra, who will add the bike to his stable which already includes a Moto-Guzzi, BSA Thunderbolt and Honda CB750.

Ms Nazzari said she was in talks with three companies in Adelaide about manufacturing the bikes. The base model NKD will be priced at \$9990 with lots of options to customise. The bike has a range of about 120km and can be charged from a domestic electrical power point or special charger. Batteries vary in size and the mid-drive motor can put out torque of 56Nm, taking 5 seconds to reach top speed of 100km/h.

Ms Nazzari has set a target of selling 800 to 1000 bikes a year, with the first to come off the production line before summer.

Fonzarelli is Sydney-based and already sells an electric scooter and moped.

Electric Vehicle chief executive Behyad Jafari said as well as the fun of riding a motorcycle, the Fonzarelli move demonstrated the opportunities of electric vehicles. "All of the new money in Australian motor manufacturing is going into electric vehicles," he said. "There are great entrepreneurs building businesses and creating jobs."

The Australian Academy of Technology and Engineering said earlier this year that the nation must embrace electric vehicles or risk a decline in living standards. There are plans to build electric vehicles in Adelaide, led by Sanjeev Gupta's GFG Group which will establish a manufacturing plant either in the former Holden plant in Elizabeth or in the Ford plant in Geelong.

Courtesy The Advertiser 29 August 2019

AMENDMENTS TO SA ROAD RULES

December 1 2019 The South Australian Government announced amendments to the road rules. Two amendments relate to motorcyclists. These are:

Lane Filtering – The pre-existing law in South Australia has been amended to introduce nationally consistent rules relating to motorbike lane filtering. The MRASA has sought clarification on this item, and it appears there is fundamentally *no change to our state's existing legislation*.

Motorcycle Helmets – Requirement of a motorbike helmet to be in good repair and proper working order and condition, while recognising considerations of normal wear and tear. Riders should note that cameras are only able to be fitted to a motor bike helmet *when approved by the helmet's manufacturer*.

The new helmet rule seems to have been sneaked in without consultation and without clear reason and pre-empts Victoria, Tasmania and NSW rule changes. What this all means for riders we will find out and present on the MRASA webpage.

Details on the lane filtering announcement can be found on the My Licence website while details of the helmet law can be found on the DPTI webpage.

STILL RIDING AT 100

Meet one of the oldest active riders in North America.

“Don’t buy a motorcycle because it will get you killed.” Really? Our guy wouldn’t agree with this stupidity. He just turned 100 and he might still be able to ride. We just talked to the guys at the Bordertown Biker Bash, a motorcycle rally in Amherst, Nova Scotia, held in July, and they confirmed that Wymann Betts could lead the motorcycle parade again. It would be just a month before he turns 101.

However, there are some concerns about his ability to ride a motorcycle. There is talk about him either riding in a sidecar or antique car. However, he's probably the oldest guy in America to be able to ride. The secret: “Not thinking too far ahead,” he says.



‘Bun’, as his friends call him, has been riding motorcycles for more than 50 years. He

started his life on two wheels riding a scooter – it was easier for him to commute to a nearby sawmill. He traded a lot of bikes, and the last one he bought is the 2003 Honda Gold Wing he’s still riding. “When it's moving about 15 km/h ... everything goes fine, but it's heavy,” he said recently. “I’ve just never grown up,” he also says – which seems to be a great strategy when fighting with age.

Before riding motorcycles, Mr. Betts had another uplifting passion: flying. It was in the early 1970s when he bought his plane, a Cessna 172 which he sold when he was 80. “We’d just fly around here. You see all the lakes and rivers and where they go. Surprise you, the amount of little ponds and things there are around the country when you can see a dozen at a time,” Wymann Betts said in an interview for a local blog.

“He never drank, he never smoked, and he doesn’t worry,” Jean Wood, his companion, said in the same interview.

Courtesy Drive Mag Riders

ROAD SAFETY - 12 Months in Review

The change of government in March 2018 has been a very disappointing event for motorcycle road safety. Firstly the closure of MAC was announced and executed by June 30 2019. Secondly, the momentum of Motorcycle Reference Group meetings ceased with only one meeting held up to the present time. Thirdly, South Australia removed itself from the MotoCAP Advisory Panel once MAC ceased to exist. Given that MotoCAP is the motorcyclist's answer to ANCAP, the MRA as an advocacy body is disappointed with the government’s decision to distance itself from the governance of such an important aspect of motorcycle road safety.

Motorcyclists themselves are displaying a total lack of care on the roads. 2019 saw a total of 17 fatalities and 132 serious injuries, up from 10 and 103 respectively in 2018. 2020 has got off to a very bad start with 5 deaths recorded to date. Unfortunately most crashes have been attributed to poor road behaviour and very poor decision-making on the part of the rider. Meanwhile social media groups are blaming everybody but themselves for the rise in crashes.

I am concerned the current road trauma statistics provide a solid basis for the anti-motorcycling lobby to justify its ever-increasing draconian demands to legislate motorcycling out of existence. Step by step, measures have been introduced which have made it harder to obtain a licence. Sensational media headlines stir up negative sentiment, making it very difficult to refute or defend motorcycling on a logical level in what is a very emotional time. Riders need to accept and spread the mantra that road safety starts with each one of us.

On a more positive note, the National Office of Road Safety was established amid a flurry of activity in September 2019. Whilst a lot of rhetoric has occurred, progress from the initial meetings has been slow. We eagerly await further developments.

The MRASA continues to have a very strong working relationship with the current state government Opposition to the point where we have a meeting scheduled to discuss our input to road safety policy.

Continued P.14

SUBMISSION TO THE LABOR ROAD SAFETY SUMMIT – 30/3/2020

Objective: To seek ideas on how to improve motorcycle safety and reduce the road toll

Ideas to improve motorcycle safety – Top 5

1. Separate department introduced with a role similar to MAC
2. Motorcycle Reference Group (MRG) revitalised, regular meetings with agendas
3. Overhaul RiderSafe training
 - a) privatised – induces buy-in from presenters
 - c) on-road component
 - b) revise curriculum – relevant training
 - d) increased amount of hazard perception tests at all stages of learning and assessment
 - e) review the WA mentoring method and include in the SA licensing process
4. Amend legislation to allow motorcyclists in bus lanes
5. SA Government to support, promote and advertise MotoCAP. Become a named supporter.

Ideas to improve motorcycle safety

6. Increased Police presence both visible and covert.
7. Increased use of audio-tactile paint markings (edge / centreline).
8. Introduce road signage targeting poor decision-making at a strategic locations. Other states employ this simple strategy and have done so for many years.
9. Decreased response time on repair of road surface defects and damaged road infrastructure. Enforce the DPTI standards of road repairs.
10. Legislate against the commercial resale of second-hand helmets. You never know a used helmet's history.
11. Licence required for mopeds and 50cc scooters. This has a side-effect of eliminating much of this segment of vehicle from our roads which causes traffic flow issues. Licence process should be a reduced RiderSafe course (i.e., 4 hrs) at a reduced price to teach road safety basics. Clarify the status of motorised bicycles and their use of public roads and footpaths, speed limits and required training and safety apparel.
12. Revitalise returning rider course – advertise, subsidise, discounts for all new bike sales.
13. Continuous learning for all road users. Training and testing required at age or licence milestones. Road users need to be reminded of the laws, and of changed laws. For example – resit written assessment at 30 and 50 years-of-age.
14. Introduce eye and fitness tests for all road users (review implementation in other states).
15. Severe penalties for repeat offenders and excessive offenders. For example, 90 in an 80 zone is minor offence, 60km over the limit a \$10K fine. Fines

alone do not deter these offenders, consider asset removal and/or reduce dole payments (if they receive it).

16. Increase driver distraction identification (safety blitzes), continue advertising.

Strategies – Training and Research

1. Introduce advertising campaigns that
 - a) address poor decision-making
 - b) increase community awareness of lane filtering laws
 - c) announce DPTI road strategies
2. All new bike purchases entitle buyer to road safety training (Gov funded).
3. Reverse the 'when safe to do so' for overtaking on a double white line.
4. Act on outcomes from DPTI trials – RJAWS / Lidar survey devices / audio-tactile paint marking.
5. Increase road awareness skills for children in their formative years. Improve road safety education and resources – spot vehicles / motorcycles on the road while travelling.
6. Introduce incentives for good behaviour. For example, provide discounted or free third party property insurance for all road users with an insurance no claim bonus and no major traffic offences.
7. Remove the onus on SAPOL to evaluate the cause of an accident (where possible). Set up an independent Crash Analysis Unit – this could be within the police department which has no responsibilities for enforcement or a separate civilian unit.
8. Improve state (if not national) recording of road accident details.

Strategies – Mechanical and Physical

1. Elimination of all post protrusions and fixed reflectors on all W-Beam installations.
2. Continued installation and repair of rub rails on road safety barriers.
3. Targeted road signage on high-risk segments of road – addresses poor decision-making where it matters most.

Strategies – Unriders

1. Revise strategies for unriders after conducting a review (CASR) into prevalence and cause.
2. Use funds from severe penalties directly for rider education and attempt to penalise road users (unriders) who cannot be educated.

A working party of the MRASA, MSA and the Ulysses Club put together this raft of ideas for our lawmakers to consider in the short- and long-term. What do you think? Send Centrestand your comments.

DEATH ON THE ROADS: WHO REPORT

The latest figures from the World Health Organisation (WHO) on road deaths make sobering reading, but they are particularly shocking when you consider how the relative poverty of countries contributes to high fatality rates, says Adam Hill, of WHO.

Around 1.35 million people died on the world's roads in 2016, while road traffic injuries are now the leading cause of death among young people, according to new statistics from WHO.

Perhaps the most sobering point from its latest research – Global Status Report on Road Safety 2018 – is the staggering inequality of road deaths. Put simply, if you are not living in a developed nation then your likelihood of dying in a road-related incident is increased markedly: your chances are three times higher in low-income countries than in high-income countries.

It is worth taking a second to ponder that: just 1% of the world's vehicles are in poorer countries, yet these countries are where 13% of all vehicle-related deaths occur. The richest countries account for 40% of the world's cars but only 7% of the total traffic fatalities. A staggering 90% of road traffic deaths happen in what WHO designates as 'low- and middle-income countries.

Whichever way you spin it, the statistics are frightening: 1.35 million road deaths a year equates to almost 3,700 people killed per day (not to mention the tens of millions more who are injured, often with life-altering impact).

Rising deaths

There are a variety of reasons why this is happening, WHO suggests: rapid urbanisation, low safety standards, intermittent enforcement and lack of seat-belts or helmets. Plus, of course, those old favourites: drug- and drink-driving, distraction and tiredness.

Predictably perhaps, vulnerable road users such as pedestrians and cyclists account for 26% of all road traffic deaths, but that rises to 36% in the eastern Mediterranean and 44% in Africa. Motorcycle riders and passengers account for 28% of all road traffic deaths but, again, that rises in

different areas: 36% in the western Pacific and 43% in south-east Asia, for example.

The young are also bearing the brunt of this: road traffic injury is the leading cause of death for people aged between 5 and 29 years old. It is also the eighth leading cause overall, which is grimly impressive given that the deadly impact of road accidents outstrips deaths from mass killers such as HIV/AIDS and tuberculosis.

In the countries or territories where progress has been made, better legislation is the key: speeding, drinking and driving, failing to use seat-belts, motorcycle helmets and child restraints are all important areas for policy-makers to take into account.

Intelligent Transport Systems (ITS) can help, of course, with initiatives such as better-designed roads, motorbike lanes or completely demarcated lanes for cyclists, not to mention moves to make intersections safer.

And despite everything, it is not all bad news: WHO reckons the rate of deaths has stabilised relative to the size of the world's population in recent years. While the number of vehicles worldwide has steadily increased, death rates have actually declined – from 135 deaths for every 100,000 vehicles in 2000, to 64 per 100,000 in 2016. This is progress, but not quick enough to compensate for rapid population growth and increasing motorisation worldwide.

Road deaths by numbers

- 1.35 million people died on the roads in 2016
- Road traffic injury is the leading cause of death for people aged between 5 and 29
- Poorer countries have 1% of the world's vehicles, but 13% of all vehicle-related deaths
- Richer countries have 40% of the world's cars, but only 7% of total traffic fatalities
- In all, 90% of road traffic deaths occur on poorer countries
- Only 40 countries have implemented at least 7 – or all eight – of the United Nations' vehicle safety standards

Progress in improving road safety is not uniform. Safety measures have contributed to reductions in road traffic deaths in 48 middle- and high-income

countries. Three regions of the world – Americas, Europe and the western Pacific – have reported a decline in road traffic death rates, but not one low-income country has demonstrated a reduction in overall deaths, the report finds. Across Africa there are 26.6 deaths per 100,000 of the population – a stark contrast with the continent of Europe (9.3 per 100,000) and the Americas (15.6 per 100,000).

Goals missed

At this rate, the UN's Sustainable Development Goal target – set in 2015 – to halve road traffic deaths by 2020 will not be met. “This report shows that, three years on, far too little progress has been made towards this goal,” says WHO Director General Dr Tedros Adhanom Ghebreyesus. “There is an urgent need to scale up evidence-based interventions and investment.”

And still, that extraordinary disparity in safety between richer and poorer nations exists.

Ghebreyesus says: “Road traffic crashes are not ‘accidents’; they are completely preventable. Development is an opportunity for low- and middle-income countries to avoid the costly mistakes made in the past by high-income countries. We need to create cities and transport systems that reduce reliance on cars. We must apply the lessons we have learned about safe road design. With the right leadership and investment, countries can build in the safeguards and best practices to save lives.”

WHO emphasises that ‘proven solutions’ are available. Michael Bloomberg, CEO of Bloomberg Philanthropies (which funded the report) and a WHO ambassador, says: “We know which interventions work. Strong policies and enforcement, smart road design and powerful public awareness campaigns can save millions of lives over the coming decades.”

Vehicle safety regulation is another area in which progress has been made. The UN has eight priority vehicle standards, including the inclusion of child restraints, pedestrian front protection and anti-lock braking systems for motorbikes. But only 40 (mainly richer) countries have introduced ‘seven or eight’ of them, and 124 countries apply just one of them, or none at all. Yet there is some movement: since WHO’s last review of road safety, India is applying the front and side impact

protection standard, while Malaysia started applying the electronic stability control regulation last year.

Urgent need

Despite this, the report says there is an “urgent need for governments to scale up their road safety efforts in order to live up to their commitments made in the Sustainable Development Agenda 2030.”

The third Global Ministerial Conference on Road Safety was held in Sweden in February 2020. It was a very good time to take stock of what has been achieved, and the great deal that there is yet to be done.

“These deaths are an unacceptable price to pay for mobility,” concludes Ghebreyesus. “There is no excuse for inaction; this is a problem with proven solutions. This report is a call for governments and partners to take much greater action to implement these measures.”

Road safety: some good news

Since the last WHO report in 2015, 22 more countries amended their laws on one or more risk factors, covering an additional one billion people. A number of states now have laws which align with best practice in some vital safety areas: 46 countries (covering 3 billion people) on setting speed limits; 45 countries (2.3 billion people) on drink-driving; 49 countries (2.7 billion people) on motorcycle helmet use; and 105 countries (5.3 billion people) on seat-belt use. However, it's not all positive, as less progress has been made on adopting best practice on speed limits.

Courtesy ITS International Feb 2020

Continued from p.10

We have combined with the Ulysses Club and Motorcycling Australia to present a wide-ranging and unified position with achievable objectives.

I would like to thank the MRASA committee, Steven Matthews from MSA and Neville Gray from Ulysses for the assistance and advice given in the past 12 months. As a unified body we have been able to achieve far than each acting independently. May 2020 be a good and safe year for motorcyclists across Australia.

Ebi Lux

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

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 Salis Plains
Gawler Motorcycle Centre	10% discount on accessories	8522 7700	Lot 1 Main North Rd Evanston
GC Motorcycles Prospect	\$5 on tyres, 10% accessories	8344 7888	122 Main North Rd Prospect
DC Motorcycles Melrose Park	Disc on request – see Don	8377 5566	22/788-9 Maroin Rd, Marion
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. 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	949 South Rd Melrose Park

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.

For information about motorcycle safety gear testing and rating. www.motocap.com.au

For information about helmet testing and rating. <https://crash.org.au>

For regular updates register at Austroads Road Watch austroads.roadwatch@infoservices.com.au

MOTORCYCLING AROUND THE WORLD

Just waiting to get booked for doing a mono



Hot day in Delhi

MRA COMMITTEE

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 MRA Mid-North PO Box 37 Snowtown SA 5520

General Members: Warren Hicks, Gahan De Zilwa, Frank DeFrancesco

Note: General Member positions for the Committee remain available and will be appointed by the Committee. If interested please contact Graeme or Cathy.

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 ____ / ____ / ____ Signature _____

MEMBERSHIP FEES: CIRCLE ONE

Standard			Concession	
Individual	Family		Individual	Family
\$25	\$35	1 Year	\$21	\$29
\$48	\$67	2 Years	\$40	\$55
\$72	\$99	3 Years	\$60	\$83

Payment by: Cheque Money Order or debit my Visa MasterCard

- - -

Amount \$ _____ - 00 Expiry date ____ / ____

Name as printed on card _____

Signature _____